

CAT-A-LOG

THE MAGAZINE OF THE JAGUAR CAR CLUB OF VICTORIA

JULY 2025 \$8.00



*Keith Grainger's gleaming MkIV
and a beaming bride and groom*





MSCA ALL BRITISH DAY



With the support of the following clubs:

- Jaguar Car Club of Victoria
- Triumph Sports Owners Association
- MG Car Club of Victoria

The MSCA is proud to promote a special day celebrating all British marques for both on and off-track activities. Taking place at Winton the nations action track, it promises to be an incredible event. We urge all members of British Car Clubs to get involved by either entering the event or participating in the show and shine - parade lap.

For Further details www.msca.net.au

ENTER VIA THE MOTORSPORT AUSTRALIA EVENT ENTRY SYSTEM

ROUND 5 - MSCA SUPERSPRINT CHAMPIONSHIP AND ROUND 3 VSSC - WINTON

After the Winter break, Round 5 of the MSCA SuperSprint Championship is back. This event will also be Round 3 of the Victorian SuperSprint Championship and is open to club members of all marques.

16TH OF AUGUST , 2025

17TH OF AUGUST , 2025



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Purpose

The Jaguar Car Club of Victoria is a collective of like minded members and enthusiasts who seek the stimulation and enjoyment of this wonderful marque of engineering excellence. The club is the oldest Jaguar Club in Australia and was founded in 1962 by a small band of dedicated enthusiasts.

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Additional Content

Articles and photography submissions that you consider to be of interest to members are always welcome. Please email all submissions to catalogarticles@jagvic.org.au for review.

Contact Information

Refer to Page 42 for detailed contact information.

Cover

Keith Grainger's Mk IV, the car of choice yet again as his daughter Sarah and Connor Carson marry.

Cover photo supplied by Sarah and Connor

Story on page 23



JCCV Website



DISCLAIMER: The material in CAT-A-LOG is provided for information only. The views expressed in CAT-A-LOG are not necessarily those of the Jaguar Car Club of Victoria or the Club's Committee. The editor reserves the right to edit copy.

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JCCV Merchandise is available at the monthly Club meetings and by mail.
For phone or email sales contact Jon Beck, Ray Parker
M: 0418 502 292 E: regalia@jagvic.org.au

President's Report

by Rob Lewis



Hi Everyone,

It's early June and just 6 degrees as I write for our July report. Thankfully, I'm holed up in our cottage in Wandiligong just out of Bright, with the log fire blazing. We have, of course, these mornings until early September when we can reasonably expect those frosty mornings to ease off. What I find ironic is that my classic Jags tend to run better in this cold weather, and I can't help but wonder if it's due to their British design origins...

I am delighted to report back to you on what proved to be a highly successful launch event for our new 'Next Gen' register. On Saturday, 24th May, the register gathered its founding members and their Jaguar cars at our clubrooms. They brought along several young friends, many of whom are car enthusiasts. Particularly impressive was one young chap who owns an '80s V12 XJS that had been experiencing airflow and filtering issues. He had made his own modifications to the air filter, successfully resolving those issues, and spoke about the engine matter-of-factly, discussing the maintenance of this complex engine. Entirely undaunted, his confidence was remarkable and validated that young up-and-coming enthusiasts really can and will embrace Jaguars. Equally impressive was the support for this event shown by the strong attendance numbers.

Your committee is currently actively recruiting for the following roles.

- Concours Director 2025
- CAT-A-LOG Packing Lead
- Live-streaming coordinator at General Meetings (Role to cover Steve Pas when unavailable- training to be provided)

Please note that there is a genuine risk of the 2025 Concours not proceeding if we do not secure a candidate to fill the Concours Director role. I should mention that this role is fully supported

by a team of around 10 members, each highly experienced in organising these events; however, to be successful, the Concours requires this leadership and coordinating role.

SOME IMPORTANT DATES FOR YOUR CALENDAR:

Our July General Meeting is NOT on the first Tuesday of July!

It has been rescheduled to Saturday, 5th of July at the clubrooms, to coincide with our new member day. The meeting commences at 11:30 am and concludes at 12:30 pm with a variety of activities planned for the day.



Bookings are NOW OPEN for our Winton 'All British Day' event, scheduled for Saturday, 16th August, which includes our regular Friday Pincent Hotel catch up and JCCV Saturday night dinner. Accommodation is being held for us, so book now. Details on Member Jungle and CAT-A-LOG.

In closing, I am delighted to announce that Matt Belcher of Matts Automotive has once again decided to participate in the Variety Club Children's Charity 'Variety Bash 2025'. This year, the entourage congregates at Hamilton in Victoria and drives some 3,600 km to Darwin.

It's expected to take about 10 days, and Matt has absolute confidence in Car 9595 – Lightning McQueen's ability to complete the trip without a hiccup!

Variety helps children through practical equipment, programs and experiences, enabling children in need to overcome the obstacles they face and live happy, fulfilled lives. This makes Variety a very special charity, and you can donate to Matt's fundraising efforts by simply scanning the QR Code below.

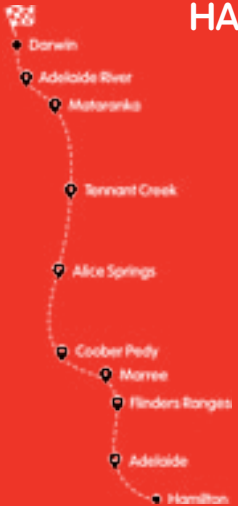
Stay warm, drive safe,
Rob Lewis | Club President



OUTBACK ODYSSEY

HAMILTON TO DARWIN

8 - 17 AUGUST 2025



Matt and Kate Belcher are hitting the road this August on a 3,600 km trip for the **2025 Variety Bash**. Along the way, we will stop at schools and small towns to spread some love!

The true highlight is the opportunity to witness the impact of your donations in the community first-hand!



SCAN TO DONATE

Rev Your Engines for Good
Support Lightning McQueen's
Mission to help kids in Need!

MINUTES OF THE JAGUAR CAR CLUB OF VICTORIA

MONTHLY MEETING TUESDAY 3RD JUNE 2025

by Trevor Wilkinson

The meeting opened: 8:04 pm

President's Welcome

Rob Lewis

Rob welcomed attendees and thanked everyone for coming on what has turned out a blustery evening.

Rob advised that the NextGen event went well and will be covered by Nick Scarff later tonight.

Rob thanked Matt Scarff for his ongoing work in securing the sporting event and the supporting infrastructure.

A reminder for everyone that the next general Meeting will not be on its usual first Tuesday, but will be on SATURDAY 5th July, details in CAT-A-LOG, website and Member Jungle App. The general meeting will commence at 11:00 am. Graham de Jong will be your host as Rob will be overseas.

New Members or Visitors

No one introduced themselves.

Attendance

73 members 7 apologies 1 guest

Apologies were received from:

John Mann, Fred Eakins, Glenn Petterd, John Fowler, Lyn and Kevin Chatley, Peter Alsop

Minutes of the previous meeting

Proposed by Trevor Wilkinson

Seconded by Craig De Wilde

Matters arising: Correction to Fazal's Birthday total. It is 69, not 70.

No disagreement.

Correspondence:

Trevor Wilkinson

Trevor reported receiving an overdue registration renewal for a handmade trailer. The registration number is D50690. The trailer is located in Geelong.

Trevor will check with the Geelong register to confirm if the trailer is still in use or has been scrapped to avoid unnecessary registration fees.

Trevor advised that all other business matters were attended to.

Editor

Maurice de Morton

Maurice reiterated David Cook's request for someone to step up and handle CAT-A-LOG distribution. The July edition of the CAT-A-LOG will include a detailed description of the job responsibilities. Maurice encouraged members to consider volunteering for the role.

Maurice requested CAT-A-LOG articles, especially restoration stories with photographs, urging David Taylor in particular to submit any relevant material.

Sporting

Matt Scarff

Matt acknowledged Gavin Moore's significant contributions to the relationship with the MSEA (Motorsport Australia).

Entries for Winton are now open for the All British Day on Saturday. Sunday entries will open shortly.

A social club run to Winton has been organised by Bernadette, as detailed on Member Jungle. The meeting point is the Coles Express service station on the Hume Highway in Mickleham at 8:30 am, departing at 9:00 am. Melissa, Matt's wife, will lead the run, which includes members from the MG car club and the Triumphs.

A show and shine event will be held at the track on Saturday of the All British Day.

Motorsport Australia's one-day permits are not applicable for timed events like Winton but are suitable for events like the "come and try" day in November or December. Participants in Winton will need to purchase a 12-month LS2 license from Motorsport Australia.

Jon Beck and Nellie Robertson's road cars will be in the garage area in July to demonstrate track preparation and requirements, such as fire extinguisher fitting and battery stickers.

Matt, Jon, and Nellie will be available after the general meeting on 5th July to answer questions.

Members unsure about track days are encouraged to participate in the "come and try" day at Phillip Island.

Matt urged members to book for dinners and events through Member Jungle and contact his wife for assistance with booking issues.

The meeting acknowledged Matt, Mel, and Gavin's hard work behind the scenes.

CPS

David Lyon

Rob Lewis shared he was pulled over twice in one month and emphasised the importance of filling in log books.

Failure to complete log books could result in fines and loss of the Club's CPS rights. Club membership dues are due by 30th June for the majority of members. Club permits will only be signed for financial members starting 1st July.

Permits will be signed at the Saturday, 5th July meeting.

Membership

Fazal Cader

The club has 968 financial members with seven new members joining during May.

Library

Brad Miles

Brad displayed a poster from the Bathurst rally featuring the first-placed Jag and the second-placed Jag.

A treasure trove of old posters from the 1990s and onwards has been discovered and is available for members to take.

Barry Atkinson opened the library for the next-gen day and had many customers.

There is currently a waiting list for a library book.

Surplus stock and old magazines will be available for free on a table at the Saturday meeting.

Registers

NextGen – Nick Scarff

Nick thanked Rob and the committee, Ray and Toni Parker, Jon, Lyn, Heather, Maurice, Steve, and Sheena for their support of the NextGen event.

The event had 60-70 attendees and was a success.

Daniel Lau's Mk 2, Nick's Mk 1, and Nellie's manual X-Type were on display.

Tom, a NextGen subcommittee member, brought several car enthusiast friends, some of whom are considering joining the club.

A young fellow with an XJS was encouraged to join the JCCV.

The club is considering organising a cars and coffee event at the club rooms, open to all car enthusiasts, not just Jaguar owners, to demystify the brand and attract younger members.

General Business

Jag Display – David Taylor

David is a well-known long-term owner of an XK150, and he brought along a present from his son that he had mounted on a white backing. It was a silhouette of the XK150 Fixed Head that his son had purchased for David's birthday. You won't be surprised that it was from the internet, a company called Petrol Vibes in Lithuania.

Jon Beck and Ray Parker introduced club sashes, an initiative of Steve Pas, for \$26 each, for use at club runs and events for publicity. Those in the rooms were invited to inspect the new Club Windscreen Sash modelled on the Car on the Floor on the night and available from the merchandise team. They are very sturdy and roll up nicely.

Graham de Jong

Graeme outlined the car display program for the rest of the year as follows:

July - Saturday Meeting - New members' cars will be featured.

August - Keith Mortimer and the secretary from the Rolls-Royce club will bring a Silver Shadow.

November - Vadim Gershon and Adam Singleton will bring a couple of interesting XJSs.

December - Andrew Smith may bring his "special project."

Graham then introduced Rob Brewer and his DS420

Details of his presentation will be included as a feature article in the August edition of CAT-A-LOG.



There being no further business, Rob thanked everyone for their attendance and closed the meeting.

General Meeting Closed: 9:18 pm

The next monthly meeting of the Jaguar Car Club of Victoria will be held on Saturday, 5th July 2025, commencing at 11:30 am, at the Clubrooms.

BUT PEG, WE ALWAYS DO IT ON THE FIRST TUESDAY OF THE MONTH...

NOT THIS JULY AL...

The July General Meeting is on Saturday 5th July 2025, at our Clubrooms

10:00 am New Member Info Session 11:30 am July Monthly Meeting 1:00 pm Light lunch

Get Ready for
movie
night



SATURDAY JUNE 28

GATES & *Shel's Diner*

OPEN 5 pm * SHOWTIME 6:30pm

*Arrive early before
general public



www.dromanadrivein.com.au

*Meet & greet in
Shel's Diner.



The mystery of the Missing \$465,000 Diamond: A tale from the 2004 Monaco Grand Prix



In May 2004, the typically glamorous Monaco Grand Prix transformed into an even more extraordinary spectacle due to a daring and ultimately disastrous marketing stunt. Jaguar Racing, which was owned by Ford at the time and faced challenges in remaining competitive within the Formula 1 circuit, decided to grab the world's attention with an audacious plan. This event would become one of the sport's most bizarre and captivating unsolved mysteries, a real-life drama echoing a Hollywood heist movie.

The decision was made to adorn two of their F1 cars with uninsured, 1.4-carat white diamonds, provided by renowned diamond trader Steinmetz. These precious stones, each valued at a staggering \$465,000 (equivalent to over \$1.5 million when adjusted for inflation), were placed on the nose cones of Mark Webber's and rookie Christian Klien's cars. The extravagance was part of a promotional campaign for the soon-to-be-released film "Ocean's Twelve," starring Hollywood giants George Clooney, Brad Pitt, and Matt Damon. The movie centred around a jewel theft, albeit a Faberge Egg rather than diamonds, and the stunt aimed to capitalise on this theme. The presence of the A-list actors at the Grand Prix further amplified the excitement and media attention.

However, the gamble quickly backfired. In only his sixth F1 race, Christian Klien encountered trouble on the very first lap. At the notoriously tight Loews hairpin, a challenging corner known for its high probability of incidents, Klien's car made contact with a barrier. The impact lightly damaged the front end, leading to his retirement from the race. While Klien emerged unscathed, the \$465,000 diamond that had been affixed to his car vanished without a trace.

The disappearance of the diamond immediately sparked a whirlwind of speculation and wild theories. Given the lack of concrete evidence and clear footage of the incident, various scenarios were proposed. Some suggested the diamond might

have become dislodged and embedded within the barrier. Others wondered if it had been swept up with other debris and inadvertently washed into the sea through a storm drain. A particularly intriguing theory posited that the diamond had flown off before the impact, perhaps due to its reported attachment being only glue, and had been swiftly pocketed by a lucky spectator or a track marshal. A more contentious rumour circulated that Jaguar Racing might have replaced the actual diamond with a replica at the last moment, a claim strongly denied by team spokesman Nav Sidhu. Sidhu admitted that his initial reaction after Klien's crash was concern for the diamond, not the car or driver.

Despite the unfortunate loss and the resulting confusion, Jaguar Racing succeeded in its primary objective: generating widespread publicity. The incident was reported globally, ensuring that the team, the lost diamond, and the "Ocean's Twelve" promotion would be forever remembered in Formula 1 history. It is noteworthy that 2004 was the final year of Jaguar's involvement in F1 as an independent team; however, the team was later acquired by Red Bull, which went on to achieve significant success in the sport.

More than two decades later, the mystery of the missing diamond continues to captivate and intrigue F1 fans. The sheer boldness, some might say recklessness, of placing such valuable and uninsured gems on the nose cones of racing cars remains a topic of debate. It underscores the high-stakes nature of the sport, the pressure on teams to seek innovative ways to gain attention, and the inherent risks involved in such ventures. The story serves as a glittering, albeit somewhat chaotic, piece of F1 history, reminding us of one of the sport's most extraordinary and unforgettable moments. If the jewel was indeed picked up by an opportunistic spectator, they unknowingly possess a unique piece of F1 history from one of the sport's most expensive retirements of all time.

NextGen Launch:

by Nicholas Scarff

Under a perfect sunny Autumn sky, the Jaguar Car Club of Victoria roared into a new era with the launch of its NextGen register. On Saturday, 24th May 2025, the Clubrooms in Springvale were buzzing with chatter as around 60 to 70 members gathered to witness the dawn of this fresh initiative, targeted at attracting and engaging members under the age of 40.

In fact, there was a healthy contingent of under-forties at the event, and I believe that some have even decided to join the club!

Club President, Rob Lewis, warmly welcomed the attendees, expressing his enthusiasm for the NextGen register and its potential to invigorate the club with youthful energy. He highlighted the importance of catering to the diverse interests of the club's membership and emphasised the inclusive nature of the new register, which welcomes participation from all members, regardless of age.

"This is a pivotal moment for our club," Rob stated, "NextGen represents our commitment to fostering a vibrant community and looking to the continued success of our club."

Following the President's address, Nick Scarff took the stage to introduce the NextGen register in detail. He shared the vision behind the initiative, explaining that it aims to create a platform for younger members to organise events and activities tailored to their specific interests as well as tapping into the fantastic



Nellie Roberts's X-Type



The Barbeque setup team



Nellie Roberts, Kelly Keov, Adam Solokov, Jason Chung, Tom Hasker, Mahdiyar Hajiketabi

JAGUAR CAR CLUB OF VICTORIA WELCOMES NEW REGISTER



Nick Scarff talking about the goals of the NextGen Register with Daniel Lodder's Mk2 on the floor

knowledge base our members. Nick then introduced the members of the NextGen committee: Nellie Roberts, Daniel Lodder, and Tom Hasker (Dave Mackenzie absent).

The celebration continued with a barbeque lunch, expertly prepared by long-term members Ray and Toni Parker. The aroma of grilling food filled the air as members mingled, shared stories, and admired the magnificent Jaguars on display.

For those interested in taking a piece of the day home, the merchandise shop was open, offering a selection of Jaguar Car Club memorabilia. Meanwhile, the Club library provided a quiet space for members to explore the rich history and literature surrounding the iconic marque.

Rob Lewis took great pride in conducting tours of the Club's facilities, showcasing the resources and community spaces available to members. Newcomers and those who had not visited before were particularly impressed by the extensive library, the well-equipped rooms, and the welcoming atmosphere.

I think all in attendance would agree the day was successful. On the behalf of the NextGen sub-committee, I would like to thank everyone who helped make the Launch BBQ a success, especially those who organised the fantastic food and catering. We couldn't have pulled off such a successful event without the support of the wider membership of the JCCV. The sub-committee is keen to keep riding the wave of momentum generated by the event, so keep your eyes peeled for exciting things to come!



Daniel Lodder, Brian Fenech, Marina Boutros-Fenech



Kelly Keov, Adam Solokov, Kosta Jacobs, Jason Chung, Mahdiyar Hajiketabi

E-Type Register Notes

by Jelena Markovic

Perhaps surprisingly, many an E-Type Register member braved a cold and dark winter's night to attend our June meeting. The gas fire in the meeting room must have been a major draw!

The setting was perfect for us to reminisce about recent Register events. The outstanding and sell-out event was the Murrindindi Tech Day held on a perfect May Saturday and hosted by Allen Williams and Adrian (Ade) Whiter. One had plenty to see at Ade's super-doooper workshop at a stunning acreage in Murrindindi. Not just the beautiful nature but also the phenomenal vehicles on display. Look at the photos and judge for yourself! We had

cuppas, cookies, wine and snags as we socialised between the various activities.

New members, Chris Dawson and Maggie Thistleton, got to service their E-Type on the hoist with Ade. Several other cars had Triple SU carbies tuned and fettled by Peter (Doc) Fuller and Martin Griffiths. With some willing audience participation, Danny Lee gave a hands-on demonstration of assembling the rear wheel bearings with the correct end float. Ade demonstrated the zinc plating of small parts. Thanks to all involved in the preparation and on the day, especially Ade!



Peter (Doc) Fuller, our amazing carburettor genius



Tech Day
Danny (Oily) Lee demonstrating the end float on rear suspension



There were over 35 People at the Tech day, and Adrian's workshop was full

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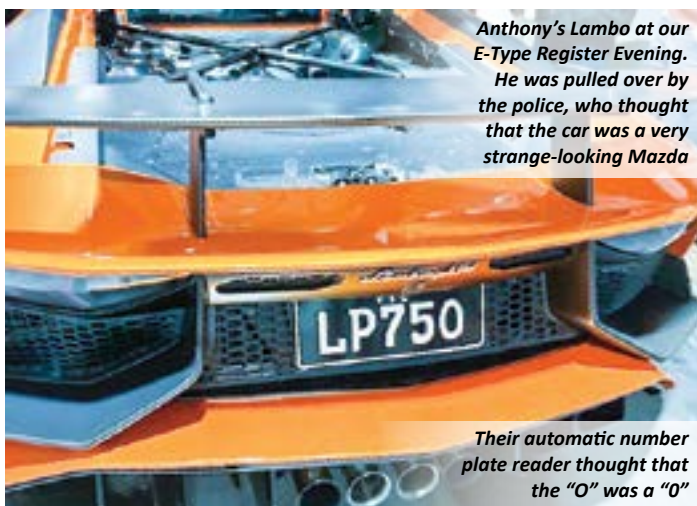


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Talking of new members, Chris and Maggie brought along their friends to our June meeting. Tim and Jess have four bikes and three cars. Though none of them are E-Types, we are sure it won't be long before they are on the hunt for one! Tim also kindly showed us his Gen 1 Honda NXS, a 1991 model with some upgrades but no power steering. It is a joy to drive – an everyman's supercar! We also welcomed Perry Anastasiou to the fold – and his 1962 3.8 E-Type, which is a work in progress, having spent 40 years in a garage!

The other car on display at the meeting was Anthony McMahon's carbon fibre Lamborghini. The photos speak for themselves, but just to mention that it was the fastest car in the world when released. Top speed of 350km is certainly helped by the \$31,000 exhaust!



Anthony's Lambo at our E-Type Register Evening.
He was pulled over by the police, who thought that the car was a very strange-looking Mazda

Their automatic number plate reader thought that the "O" was a "0"

As always, we have plenty of upcoming events – the best place to find out about them is via Member Jungle. Just to mention that Felines are going strong – the next lunch is organised for 19th August at Sugo in Malvern. Check out the photo of their previous gathering!



Felines luncheon is quite a civilised affair without the men

For those who worried that the Failure to Proceed trophy has fallen by the wayside – fear not! It has been faithfully restored and will make its appearance in the next month! So, watch this space!

We thank the raffle crew (though we will need to have a word with Phil Taylor, who has won at least one prize at the last three meetings!) and Roger Barton for his infallibility to keep us topped up with pies and sausage rolls. As we sign off for this month, just a reminder that club membership fees are due by the end of the month for most members – so don't say you forgot!

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Modern Classics Strzelecki run

On the first day of winter, and what a day it was weather-wise. The sun was shining, there was not a cloud, the sky was blue, very little wind, if any, and 30 members in 17 magnificent Jaguars met in Pakenham for our run through Gippsland and the Strzelecki Ranges.

We had two modern S-Types, one original S-Type, one X-Type, two simply stunning F-Types, one being a V8 convertible and the other a dark green V6 convertible. We also had one X300, two V8 XKs, one gorgeous E-Type in red, one XJ Series 2 (I think), two XK8 convertibles, and two modern XFs.

We left Pakenham on time and proceeded to Loch for morning Tea. Some of us took a wrong turn somewhere along the way, but got to Loch 45 minutes before everyone else.

To car fanatics, the sounds of the V8s and the E-Type accelerating away from stop signs and slow corners would have been truly intoxicating.

Adrian and Janice led the way while Geoff Hergt and I stayed at the end. At Loch, most of us took a break and enjoyed a coffee, while three of us headed to the distillery to lighten our wallets (two from the previous run and one new scotch drinker). If you can guess who the member is, you'll score 10 points. I'll give you a hint: he has a non-Jaguar steering wheel in his XK.



Stop in Loch



Lined up and ready to go

From there we headed up through the hills with the most impressive vista of rolling hills, oceans and the Westernport Bay all in an Indian file of 17 Jaguars to our lunch destination of Corinella.

The restaurant was called the Fig in the Bay, and it was stunning. At one point, it must have been an old homestead with views of the bay. Now, it still offers the bay view but is surrounded by a suburban housing estate. The food was delicious, and it arrived quickly, accompanied by a few drinks to savour the day and the views. After lunch, which concluded at around 3:00 pm, we had our photos taken and then made our way home.

The roads were all in good condition and sealed (No unsealed sections)

I must take this opportunity to thank Adrian and Janice for mapping and planning this run, as it was a truly great day out and was the best I have been on in many years.

To all the members who came along, thank you so much for making the day enjoyable, and I cannot wait until we get to do it again.



At the end

Modern Classics

REGISTER NOTES
by Paul Dwan

Hello all.

On a very cold winters day and the first cold day for a while, we had 12 brave members attend this meeting and 7 apologies.

I thanked Adrian and Janice for organising the run on the 1st of June and all in attendance on the night who participated said it was a terrific run and can't wait for the next modern classic car run.

As per our last meeting, we made sure the door was locked before the meeting started then off we went. The Mk2s were not there on the night, but this did not stop Chris from the Mk2s attending (secretly I think he would like a modern classic).

I asked for ideas for a Christmas break-up and the members had some good ideas. At the next meeting in July, I will try to get a consensus and go from there.

My wife and I have been away for 2 weeks and gave the members a brief rundown on where we went and from that point, we went around the room to hear about our Jaguar cars and anything else.

Almost all had no issues with their cars.

Steve Waddell is having a 110,000 km service on his 2006 XK and has it booked in for a fix as the baffle above a shocker is rattling.

Michael Wilkinson is having an oil change on his F-Pace SVR and mentioned getting lost on the run recently, arriving in Loch (morning coffee destination) one hour before everyone else.

Neil Campbell has been away overseas and commented that he left two days before the Mystery run and returned home to miss the Strzelecki run.




John Usher told us his XK8 is running perfectly but needs a new head light and a chrome taillight trim.

Kel Burgess tested himself and his patience by replacing the headlight globe on his Jeep and after much hassle, including scratching his arms and working back-to-front with mirrors and a torch, job complete (3 hours later)

Our next meeting is on Tuesday 8th July at the clubrooms, 7:43 pm for an 8:00 pm start. To all our members who are feeling unwell, please stay warm and we wish you a speedy recovery.

Please stay safe, drive safely and hope to see you all at our next meeting. Cheers Paul

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NORTH EAST REGISTER NOTES

by Wandy McIntyre-Leake

Coming Events

4th July

First Friday Brekkie at Wodonga Plant Farm Gallery Café 9:30 am. We are meeting inside for the next couple of months because of the cold. The inside is crowded (and noisy), so it is important that you let me know you are coming so space can be reserved. Please respond by text to 0411 113 294.

It's been a long time coming this year, but North East Victoria temperatures are now hitting negative numbers in the mornings, so we have moved indoors. It's not ideal because it's a bit cramped, and it gets very noisy. It's also not conducive to getting to talk to everyone there. President Malcolm investigated and floated the idea of a move to another venue, but it was vetoed by the members who were in attendance. **To make it work, you must let me know you are coming.** In this case, that will be by Wednesday, 2nd July 2:00 pm, so that sufficient space can be reserved. As always, you will be reminded of the event by email and by a Facebook post. **Could you please respond to my phone by text. 0411 113 294.**

In June, I was getting responses on my text line, both my personal Bigpond and Gmail and the NE Reg Gmail and Facebook. I may have missed a few because we had over 30 attending, and I only had 20 responses that I could find.

Enough on the housekeeping. It was great to have such a big turnout, regular faces, new faces and some old faces not seen for some time. The register is looking very healthy with great responses to events. Let's keep it happening.

19th July

Soup 'n Pies mid-winter feast at the home of Graham and Rosemary Bartel, 2755 Beechworth-Wodonga Road, Leneva 3691 from 11:30. Please respond by text to 0411 113 294 by Wednesday 16th. Talk to me earlier if you would like to contribute a nibble or cake plate..... remember, we don't need a contribution from everyone!

This is an event not to be missed. Graham and Rosemary's lovely older farmhouse is a perfect retreat for a miserable day, featuring a large, warm farm kitchen, a sitting room with a half-a-tree in the wood heater, and a lovely light dining room overlooking the garden and hopefully wet paddocks. Graham's sheds are always fascinating, especially for E-Type enthusiasts. The catering is also quite simple. The soups and pies are handled by Olivia (provided



Gorgeous cats enhanced with Autumn colours

she hasn't been arrested by ICE agents while transiting US airports), Deb McV, Wandy, and Rosemary. All we need is a couple of plates of nibbles and a couple of cakes or slices (finger food, not dessert bowl food).

Past Event

The past event was a meet-up with the Geelong Register at Bright. Wodongans met up at Malcolm's Shed and had a lovely drive across to Beechworth, thence to Stanley for morning tea. Us outliers from further afield went cross-country straight to Stanley. What a delightful pub. Luckily, we were in no hurry and enjoyed good victuals and a natter in the late autumn sun. Roger and Robyn knew a better way across to Bright than the usual, so we followed them. Fabulous route through undulating country with fabulous mountain and valley views. It was a road that most of us had not travelled before.



Gwenth, Don, Cheryl and Robyn at Stanley

Once in Bright, Malcolm took the lead again and guided us to a good parking area on the opposite side of the river from our lunch destination at the brewery. It was nice to look down upon the Ovens as we walked over the bridge, small, fast flowing, clean and very cold. Not the slow-moving moving rather muddy volume of water that meanders past our house 120km downstream, just before it empties into the Mighty Murray. Bright was doing what Bright does best....Autumn. The colours were glorious. By the time we met up with the Geelong Register, we were quite a throng, filling the side room we had been given to overflowing. It was a great catch-up with those we knew and fun meeting those we didn't. The 118km drive home into a westering sun had its moments, but no kangaroos, so all good. Many thanks to Mal for organising.



Mixing of the registers

GEELONG REGISTER NOTES

by Rob Tolano

May Run hosted by David and Fiorella Jones

The May run was a long weekend getaway from 16th to 20th May to Bright with 23 members and 2 guests. The weekend started with Friday lunch at Fowles Winery in Avenel, where 10 of us happened to arrive within a short time of each other and made up a large table.

Friday evening had approximately 20 participants, who had checked in at the Tasman Big 4 Holiday Park, and met up in the guest lounge for a pizza night, where we introduced our friends from South Australia to our members.

Saturday morning started with a relaxing familiarisation of the town and food stock-up, or sleep-in, before we met for lunch at The Bright Brewery, where we were joined by 25 members from the North East Register. The luncheon was a great gathering where everyone joined in together with fellow club members that we may not have known, but it makes it easier to make further events like this in the future.



Some of the North East and Geelong register members enjoying lunch at the Bright Brewery



Organisers of the Bright Run lunch (left) David Jones (Geelong Register) and Mal MacVean (North East Register)

Lunch at the Red Stag and Emu Farm



Saturday evening meal at the Star Hotel in Bright.

Sunday saw a run to Yackandandah for morning tea, a casual lunch at Beechworth and then dinner at the Alpine Hotel.

Monday was a casual morning followed by lunch at the Red Stag Deer and Emu Farm.

After lunch was our own time with our evening meal being a communal light dinner and drinks in the Holiday Park guest lounge, which included a Stuart Holbery instigated informal round table chat.

Regards David Jones

July Run

The July run will be to the Courthouse Hotel in Smythesdale, starting from Inverleigh and driving off the main roads through the countryside to Smythesdale.

Here are the details:

Date: Sunday, 13th July 2025

Meeting Place: From 10:30 am at Inverleigh, roadside stop in front of the Inverleigh Hotel with coffee nearby.

Departure Time: 11:15 am

Lunch: 12:30 pm, Courthouse Hotel, Smythesdale

RSVP to Richard Trigg by Monday, 7th July 2025, richardtrigg3@gmail.com or 0427 846 437



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REGISTER NOTES

by Richard Bearup

Despite the King's Birthday public holiday and the cool night, we had a reasonable turnout for the June meeting.

We were pleased to see Owen Smith had driven to the meeting in his early Mk VII with its newly fitted electric power steering. It is definitely a one finger touch steering and has made it possible for Owen to steer with ease and enjoy driving it once again.

The heating went on before the kettle and before long we were catching up with tales and adventures in the reassembly of Phil's MK IX.

The importance of taking numerous reference photos on disassembly was a definite advantage and a lesson in not over-restoring. A critical component in the fresh air ventilator, namely the actuator rod, had him flustered and frustrated as it wouldn't stay attached to the ball pin fitting on the ventilator when operated. After many unsatisfying attempts he deferred to his photos to notice that the small "bend" in the rod that he had straightened during refurbishment was actually intentional. Once reproduced on the restored part everything worked as designed.

A testament to Phil's patience in that he walked away from the frustration to revisit it another day (maybe he hoped the

repair pixies would sort it out overnight) As it turned out, fellow club members, near neighbours and resto pixies Phil Segat and Ken Williams recognised the possibility which led to the final outcome.

At the end of the meeting there was a small delay while Owen's MkVII decided to settle after the struggle to start in the cold weather – only the third start since getting it back. It has since gone back to Jaguar Hospital to have the carbies fettled so we look forward to seeing Owen and his car more often.

For those reading this report in the early electronic edition, don't forget the JCCV Movie night at Rosebud Drive In with exclusive entry at 5:00 pm for parking in the front rows and access to the diner before showtime at 6:30. Screening the new F1 movie with Brad Pitt.

Next meeting will be 8:00 pm Monday 14th July in the Clubrooms. If the building's doors are locked and it appears you are not the first arrival, please ring the doorbell and someone will come out to open the door.

Cheers Everyone. Stay warm, Travel Safe,
Richard Bearup.

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SUNRAYSIA

REGISTER NOTES by Richard Hogg

Easter in Mildura is renowned for being the petrol-head centre of Northern Victoria. An annual event across the holiday weekend covering all types and levels of motor vehicles.

Thursday was the beginning, with the influx of some 250 utes and vans from all parts of Australia. 2025 is the 50th anniversary of the creation of the Utes and Vans Club. Mildura was where the Club was created, hence the large number of attendees.

Good Friday is a day for the faithful and car enthusiasts alike. The biggest event of the day was the Show and Shine, open to all car clubs in the area. The weather was fantastic, bright warm sunshine attracting thousands of visitors.

For the second year in a row, the Jaguar Car Club Sunraysia

Register entered the Show and Shine event. This year, 11 Jaguars, 4 more than last year, lined up for the motoring public to admire.

The show included the beautiful XK 140 of past Secretary, Brad Mottram, together with his newer XKR, the elegant MkIV of Ken Bennett, the striking Daimler XJ40 of John Gange, the 420 of Barrie MacMillan, the S-Type of Barry Power, the XJ8 of Ian Cook, Brenton Liebich's entries of an XJR and a Mk2 and the XJ6 X300 and XJ SC of Richard Hogg.

It was an impressive display, all the cars spotless and shining in the sun.

Either sitting around or wandering through the wide-ranging display of motor vehicles, it was considered a great day for the Register.



Some of the drivers



The cars



The V12 open bonnet attracted a lot of interest

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JAGUAR

THE STORY SO FAR

Transcript of an interview with Jaguar Managing Director Rawdon Glover

You can watch this interview on YouTube at <https://youtu.be/6islMn8IXqE?si=grQzP3pS8dgayLEa>

We set out to make Jaguar current again, to get people talking about the brand again, in a way that they just haven't been doing in recent years. So, our interpretation of what a 21st-century electric vehicle should be, I think, is a great example of Jaguar copying nothing – a copy of nothing is an expression that our founder, Sir William Lyons, used. He used it to describe the brand at its very best and what he meant was when the whole world goes right Jaguar should have the confidence the strength of its own convictions to potentially carve its own path and look at those periods in our history, it could be the XJS, it could be the E-Type it could be XJ220, could be the pioneering days of our Le Mans successes. If you look at what it was that the brand was doing at that time, where it really really understood what the brand was about and it was confident to make bold, progressive, innovative moves, that's what the brand is all about.

People are still super passionate about cars, and they are particularly passionate about the Jaguar brand. Sometimes brand management and brand curation are all about making those small incremental changes, but there are times when you need to make a really big leap because the context, the circumstances, demand that. What we're seeing now and what we played out in Miami really was our first opportunity to publicly share with the world what we'd been developing over the last three or four years. We consciously didn't really want to turn up just like a

standard automotive brand. We wanted to be a bit disruptive. So, what better place to unveil our latest work of automotive art than in an environment that is surrounded by beautiful, incredible, creative things? I think it gave us a really interesting backdrop, and this is our version of retelling that story in the 21st century, in a fully electrified context.

The design team was a really really small group of people, and they were given what I consider to be one of the most challenging, but actually, exciting briefs. They were told to think like a startup. They were told to think the unthinkable and really reimagine the Jaguar brand. So, for us, we don't want to be constrained by some of those automotive norms because we don't think actually that's what makes an emotive visceral product. It should elicit a visceral reaction, should be a real occasion. It should really stir the senses. So, whereas many manufacturers bring in a concept car, and by the time it comes to production, all of the excitement gets diluted out. We've not done that. We've been able to retain the integrity of the design. Our role really is to ensure that Jaguar has another 90 years of history because our job is to make sure it's relevant, make sure it's interesting, make sure it's desirable for the next generation and the generation after that.



rawdon
glover

MANAGING
DIRECTOR,
JAGUAR



Central Highlands Run to Coragulac Homestead



Beautiful, just beautiful



Group photo

by Reg Smith – Member 4941

a scrumptious casserole lunch followed by an informative tour and talk on the property's rich history. Garry, a club member and fellow Jaguar enthusiast, made our visit even more special.

It was truly spectacular to see the lineup of our Jaguars in front of the mansion, making for a memorable sight. The day was a resounding success, and we extend our heartfelt thanks to our friends from further afield who joined us. Of particular interest was the magnificent 420G, which as many of you know, was this year's National Concours winner.

We look forward to more drives in the future and hope to see you all soon.



Starting point in Ballarat

Hello everyone,

I wanted to share a delightful experience we had on the 1st of June, marking the first day of winter. It was indeed a lovely day as we embarked on our first drive in a while through the picturesque Central Highlands. Our convoy, quite eye-catching with 15 stunning Jaguars, made its way from Ballarat to Cressy. We paused there for a refreshing cuppa and a toilet break before continuing our journey.

We then turned off towards Warrion and a little further on, reached our luncheon destination at the very impressive Coragulac Homestead. This magnificent homestead, boasting some forty rooms and dating back to 1872, is now under the care of Garry and Sharyn. They were our most genial hosts, providing

CENTRAL HIGHLANDS REGISTER NOTES

by Noel Feltham

Several members have picked up the flu.

We discussed E-Type restoration, short wave radio and the naval museums at Brighton and Portsmouth.

Lunch at Coragulac was enjoyed but Ray and Sandra's power steering failed. Refer to Reg's report above.

Paul has been having fun changing Hyundai auto oil.

Our May Breakfast at the Red Lion was well attended.

Breakfast club is at the Red Lion on the 4th Sunday of the month. 9:30 am to 11:00 am.

We will have a winter recess for July and August resuming in September.

Noel Feltham ph. 0407341566 | Peter Hughes



Fred and Vida's S-Type at the Red Lion brekkie

MK 1 AND 2

REGISTER NOTES

by Terry Bostock

We will be having our meeting, not at the clubrooms but at Bruce and Naomi Lyons in Pakenham on Saturday 14th June at 6 Venture Way, Pakenham from 10:00 am. This is listed on Member Jungle. Bruce and Naomi have kindly offered morning tea as well as the opportunity to inspect the facilities they have built. See you there and please register.

Jon Beck, Ray Parker, Malcom Zammit, John Whybrow, Alistair Crozier and I visited Kenworth Trucks on Tuesday afternoon, 10th June to see firsthand the production line of their Australian built trucks. After the induction, we were led to the first stage of production, chassis building. Every truck has a different requirement and purpose which makes most builds bespoke. We were looking at long chassis next to short chassis as they moved along the line.

Just remember these are big trucks which means everything is BIG, up to 6+ m long chassis with options up to 12 wheels and Euro6 to 680HP engines. To give an idea of size, a tie rod we saw being installed was as thick as your arm and about a metre long.

With chassis building, all the bits are assembled upside down for ease of attachment, Axles, Diffs and any other gear that will be needed. At the end of this assembly line, the chassis is rolled over for the correct orientation for the paint shop. Everything is masked up that won't be painted then the chassis is painted to the customers' choice of colour and baked to dry.

Next stage is engine and ancillaries assembly, the Cabin Line runs parallel, where this gets made, painted and trimmed. Halfway down this line, the cabin and chassis are fitted together, and it ends at the commissioning end of production. The truck is tested and filled with all the required fluids concluding with a quality inspection.

This tour took about 3 hours and is well worth participating.

Next Meeting: Will be at the clubrooms on Tuesday 8th July from 7:30 pm. Partners welcome.

Register Secretary
Terry Bostock

Is this you?

The Club is looking for one or two volunteers to work on the distribution of our monthly CAT-A-LOG magazine.

The job needs to be done every month except December, and you need to commit to getting the magazines to the post office the day after they are packed by the packing team. Here is a list of the tasks involved:

1. Pick up 15 tubs from the local post office mid-month.
2. Check with Geelong Printworks that magazines will arrive by the last Tuesday of the month.
3. Notify all participants of the packing crew by email on the Thursday before to confirm that the packing will take place on the last Tuesday of the month.
4. Have a vehicle large enough to accommodate 15 Australia Post tubs and a trolley.
5. Assist with packing by clearing magazines, removing packaging, and loading the full Australia Post crates in your vehicle. Ideally, you will have a hand trolley for this, as there are approximately 70 magazines per crate.
6. Transfer the tubs and magazines to the local post office the next morning (Wednesday).
7. Either the Club will provide a debit card to pay for the postage, or you will pay and claim it back from the Treasurer. The cost is approximately \$1,200 per month.
8. Ensure the lodgement forms for the post office are clear and concise, and that the post office makes an extra copy so it can be scanned and emailed to the treasurer.



Please email the Editor, Maurice at: catalogarticles@jagvic.org.au if you are available to do this for the club

Sarah Grainger - Another Jaguar Cub all grown up...

by Lyn Belcher



Sarah and Keith kicking up their heels

Keith and Jill Grainger joined our club in 1988 and were very active in the Mark 1 and 2 Register. Register Spares and directing cars onto the track at the club's Winton weekend were a major focus for Keith during those years.

Sarah and her sister Rachel were often amongst the many children (Jaguar Cubs) at Club events, enjoying outings in the family Jaguars. The years have flown, and the weddings of both daughters have been the focus for this family over the last two years.

On Thursday, 6th March, Keith gave the hand of his eldest daughter, Sarah, to a very lucky young man, Connor Carson. The sun shone on the happy couple as they exchanged vows in the presence of family and friends at The Stables at Sages Cottage Farm in Baxter.

AND the wedding car – a Jaguar it had to be!



Sarah was driven to her wedding with her Dad behind the wheel of his gleaming Jaguar Mark IV. It was a very proud day for Keith and Jill – yes, the car looked amazing – but the pride was for the very happy couple.

The Club congratulates Sarah and Connor and wishes them a very happy life making memories together.

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Alan was a member of our club for 58 years before his passing in 2024



Auto-Photo: A Life in Portraits
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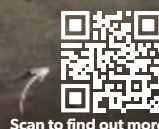
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Club visit to Bald Archy Mansfield

Our meetings continue to be well attended, with lots of laughter, catch-ups and chatter. This may well change as several members seek warmer climates or travel overseas.

May continued to reward us all with lovely weather, until it didn't! My husband and I were away in our caravan and enjoyed mild weather for a few days, and then winter hit with a vengeance.

We travelled from Torquay to the coldest spot in Victoria, Castlemaine, the very weekend that our Club had arranged our run to Mansfield (another chilly spot in Victoria). Not wanting to miss out on such an interesting run, we made time to visit Mansfield the following weekend with two other club members, Shelley and Bob.

Our President, Barbara, has kindly supplied information for this month's report of that run and can attest to the arctic weather on that day.

The run was organised by Bev and Rob Asquith. The participants all assembled in Euroa for a scrumptious morning tea on the banks of Seven Creeks, with the group heading off afterwards to Mansfield, where everyone enjoyed the Bald Archy Exhibition.



Sue, Elaine and Ngaire



Sue and Dawn

The Bald Archy encapsulates the irreverent, larrikin Australian spirit in a way that appeals to people from all walks of life. It is now internationally known and has been exhibited across Australia. Winning subjects have included Kerry Packer, Shane Warne, John Howard, Pauline Hanson and a myriad of other Australian icons. This year's exhibition also included an interpretation of King Charles, which made for interesting conversation.

Everyone was very keen to escape the cold and enjoyed lunch in the warm setting of the Delatite Hotel, where much discussion took place on the subject choices and how each artist had portrayed some of our well-known politicians and famous identities. It was interesting to see several artists choose the same subject, not to mention their very evident political views.



Winton

The following week, four of our members, Ian, Barb, Judy and John, drove their Jag vehicles to the Winton Motor Raceway. This organised weekend event began with a tour of the local area and later allowed attendees to drive their cars around the famous



Ian Ridgewell presented with Directors Choice

course. The weather was wet, but no one complained, although the weather conditions certainly tested out the windscreen wipers, and the co-drivers came in very handy. Ian and Barb's MkII Jaguar was one of three cars to receive the Austin 7 Club President's Choice award. Congratulations Ian and Barb. They all enjoyed the beautiful scenery, hospitality and finished the weekend watching movies of Winton Races hill climbs on the big screen.

One of our members, Wayne, is overseas in Germany at the moment, attending a Gogomobil 75 year Anniversary event. He met up with many other Gogomobil owners and enthusiasts in Dingolfing and is currently travelling in the area. It is amazing that 21 other Australians made it to this year's celebratory event.

Our next run is being organised by Shelley and Bob.

SS, MK IV AND MK V REGISTER NOTES

By Nik Cirakovic

May Register meeting

Our May Register meeting was held in the Clubrooms on Thursday, the 15th, with nine members present and four apologies. After dealing with the usual formalities, we moved on to the 'general Business' part of the meeting.

I informed the meeting of a MkV that may be coming up for sale in the near future. It is currently at Matt Belcher's workshop having some brake work done. If anyone is interested, I have the contact details. We then discussed the May Hump Day Run, (report below) and the proposed two-day, overnight Hump Day Run in July (see details below). We then discussed, at length, the Tri-State Border Run to Dubbo in September this year. Since the meeting, I have circulated the itinerary and entry form to our members and the interstate Clubs attending, and I have posted the itinerary on our Club's website. At the time of writing this report (early June), there are 21 confirmed starters for the Run.

We also discussed our 'Smell The Roses' tour to the Border Run. Both Arthur Williams and Ian Mullins have kindly stepped forward to organise the Tour, which will follow the traditional format of previous 'STR' tours. Since the meeting, to help with the planning of the Tour, I have circulated an email asking members who are thinking of joining us, whether they would prefer a two-day or three-day tour to the Border Run at Dubbo. At the time of writing, I have only received three replies. If you plan on joining us on the 'STR' Tour and haven't already done so, please let me know your preference ASAP.

With the 'formal' part of the meeting over, we had our usual break where we enjoyed some supper and replenished our drinks. We then resumed the meeting with our 'Round the Room' discussion, where we updated each other on our restoration and motoring exploits. One subject of particular note was the seemingly different requirements for 'Club Permit' registrations by VicRoads, which seem to vary depending on which office you attend to register the car.

May 2025 Hump Day Run

On Wednesday, the 21st of May, 10 members met in the carpark of the Mullum Mullum Stadium, Donvale, to head to our first stop of the day, morning tea at The Warrandyte Stonehouse Café. We were met at the Café by some more members, and before going in, several of us had a browse through "The Yarra Store" next door. Once inside the café, we enjoyed a very nice morning tea whilst catching up with one another.

After morning tea, we left the café and headed to our next stop, a fire lookout tower just off the Kangaroo Ground Road. Unfortunately, our "guide" for this part of the day had earlier called in sick, so it was left to me to navigate our way there. Using my extraordinary navigation skills, I managed to get us lost very quickly on a quite tight, winding, dead-end road. Not even the 'Sat-Nav' nor the 'Google machine' were of any help, so we eventually found our way back to civilisation and headed to our next stop, the western lookout at Sugarloaf Reservoir Park. It was a very pleasant and scenic drive to the lookout. The scenery was so nice in fact, that I ignored the turn off to the reservoir (deliberately of course) and continued for a couple of minutes along the road before turning back to go to the correct road, just

to give our group the pleasure of seeing the scenery from the two perspectives of both coming and going. That's my story, and I'm sticking to it. Arriving at the reservoir lookout, we stopped for a while to take in the scenery, get some photos and have a closer look at each other's cars. It was quite an 'eye-opener' to see how low the water level was in the reservoir.



Overlooking a very low Sugarloaf Reservoir

Leaving the reservoir, we headed to our lunch destination, The St Andrews Hotel. This time, we headed straight to the Hotel where we were met by some more members, taking our group up to 18. After checking out each other's cars (again), we went inside and had a relaxing time socialising over a few drinks and some very nice meals in a great little country pub. This Hotel is a real 'hidden gem' and I can highly recommend it. After spending a very enjoyable few hours at the pub, it was time to leave and enjoy the scenic drive home after another successful 'Hump Day Run'.



Inspection time at the pub



St Andrews Hotel is a hidden gem



Our group at the St Andrews Hotel

XK BORDER RUN 2025

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74A Main North Road, Clare SA 5453

Check-in Tuesday 14th October - Check-out Saturday 18th October

The motel is situated near the beginning of the town up off the left-hand side of the main road with good off road, wide carparking spaces.

We have been offered the flat weekday rates for our stay and will not pay the normal higher Friday night rate. The breakdown of the reserved rooms and rates is as follows:

4 x Valley View Premier King Spa Rooms at \$284 per night

4 x Valley View King Rooms at \$179 per night

12 x Hillside Queen Rooms at \$169 per night

Bookings can be made either by phoning the motel on (08) 8842 2799 or emailing bookings@clarevalleymotel.com.au stating that you are with the Jaguar Drivers Club and which category of room you prefer.

The rooms are being held for us exclusively until 31st July however there is free cancellation up until 15th September. Refund policy is:

- Cancellation between 4 weeks up to one week before the booking, one night's accommodation cost.
- Less than one week beforehand, the full cost of the booking.

The full program will be published later and will include visits to historic homesteads, a day in the old mining town of Burra visiting several historic sites and a variety of hospitality venues, including wineries for meals.

These dates will allow anyone wanting to break the journey back to Victoria to stay on for the Clare Country Show (Saturday 18th October), enjoy another homestead and garden visit on the way back to Adelaide on the Saturday and/or the Bay to Birdwood on Sunday 19th October.

Any questions to moira.lugg@gmail.com or 0407 727 459

July two-day Hump Day Run

As I write, some of the details of our July two-day 'Hump Day Run' are yet to be finalised. Once this is done, I will email details to the Register members that are on my email list and also post the details on the Club Website. In brief, we will be travelling to the Castlemaine area, and of course, there will be meals and activities organised. We will be spending the night at a motel in Castlemaine. The dates of the Run are Wednesday, the 23rd and Thursday, the

24th of July, so keep the dates clear if you anticipate going on the Run. If you are not on my Register emailing list, keep an eye on the Club Website for details. **As usual, all JCCV members are most welcome to join us.**

That's about all from "The First Register In Every Way" for another month. Our July meeting will be at the clubrooms on Thursday, the 17th, at 8:00 pm. Hope to see you all there.

Best regards, Nik Cirakovic

by Cole Attisha
(Attribution Autoblog)

2024 F-Pace SVR

Living with a 2024 Jaguar F-Pace SVR

The performance SUV with an inimitable soul

First things first, let's get the obvious objections out of the way: if you're concerned about fuel economy, affordable maintenance, and road noise, the Jaguar F-Pace SVR is absolutely not the right car for you. The F-Pace SVR is brash, deafeningly loud, crudely offensive, and borderline anti-social, but for some people – the right people – its imperfect attributes are precisely what make Jaguar's super-SUV so uniquely captivating.

An uncommon occurrence for a brand-new car of our current era, the Jaguar F-Pace SVR possesses a distinct character like no other. You either harbour a deep, unrelenting adoration for supercharged, V8-powered Jaguars, or you utterly despise their sheer crudeness – there is no in-between. That unapologetic nature of Jaguar's most exciting offerings is what loyalists of the brand have always cherished. In a sort of "if you know, you know" fashion, Jaguar has long appealed only to those buyers who truly appreciated the brand's relative insanity – its emotional appeal. The F-Pace SVR (along with the recently discontinued F-Type) resembles the last remnants of a Jaguar that now, to the detriment of long-time fans and many loyal buyers, no longer exists.

The soul of a Jaguar SVR is irreplaceable and inimitable

Now that Jaguar has announced its intention of discontinuing its entire lineup in favour of pricey, fully electric passenger cars, I grip the textured-leather steering wheel of the F-Pace SVR even tighter than I used to. I know that as I pack on the kilometres, slamming through its gears and listening to the raucous growl of its active exhaust system, there's nothing left out there that could ever replace its soul.

That's something that a lot of people fail to understand about cars

these days – we used to laud vehicles that felt innately human, for better or for worse, because that humanity allowed us to form bonds and relationships with our cars that not only imprinted memories of driving them into our minds, but also memories of life itself that occurred during our ownership of those cars. Like the nostalgic scent of an old school hallway's carpeting or the distinct taste of grandma's baking that you haven't experienced in decades, the sound and feel of a V8-powered Jaguar transports your mind to a better place – an ancient time – that can no longer be accessed in the physical world.

The F-Pace SVR offers more visceral thrills than its rivals for less money

It's not as if there aren't other V8-powered super sedans or performance SUVs available. Porsche still offers a Cayenne with a twin-turbocharged V8, Aston Martin has the AMG-powered DBX, and even a Range Rover can be equipped with a BMW V8. However, each of those options is exponentially more expensive than the F-Pace SVR and they simply don't make you laugh as uncontrollably hard as the SVR does when you plant your right foot to the floor and pull back the paddle shifter, only to hear the unmistakable whip-crack of the ZF 8-speed gearbox propelling the supercharged, 405 kw, 5.0-litre V8 to its absolute limit. For me, what makes the F-Pace SVR irreplaceable is precisely that – it feels unlike anything else out there. Sure, a Cayenne Turbo GT can accelerate so much harder that you'd think the F-Pace forgot to launch, and a DBX will certainly turn more heads as you drive down your city's main strip, but nothing can match the angsty, underdog charm that the F-Pace SVR perfectly exudes.



F-Pace SVR Interior



F-Pace SVR Dashboard

The F-Pace SVR is simply phenomenal to drive

Picture this: You've got a supercharged, 5.0-litre V8 pumping out 405 kW and 700 Nm of torque. All that muscle is mated to a ZF 8-speed automatic that doesn't let any of it go to waste and sends it to all four wheels. Sure, it's an SUV, but with a curb weight of just 2,058 kg, it's only about 45 kg heavier than a Porsche Macan GTS, despite packing two extra cylinders and over a hundred more horsepower. In "Dynamic" mode, shove it into a tight hairpin, and you'd be surprised how little body roll gets in your way. Jaguar's all-wheel drive system moves the power around to exactly where you need it to be, affording you precise traction and grip and almost entirely eliminating understeer.

Despite its precision handling, the real icing on the cake for the F-Pace SVR is how lively it is during a spirited drive. Stomp on the throttle, and you'll hear a thunderous roar that makes an actual jaguar sound like a domesticated household kitten. Pull back the paddle shifter to move up a gear under heavy throttle, and you'll feel a jolt akin to being struck by lightning. Thankfully, the "pop pop pop" crackles that some Jags used to make upon downshifting has been replaced by more crisp downshifts, followed by a natural rumble of the motor that suggests it's very angry with you for slowing down. At all times, the F-Pace SVR taunts you with its power, urging you at every moment to stomp on the throttle and manipulate your very own thunder and lightning storm that takes place beneath the bonnet.

Jaguars are all about how they make you feel – Inside and out

The F-Pace SVR isn't the first Jaguar I've gotten to know this well. When I was very young, my grandfather purchased a black-on-black 2001 Jaguar XJ8 as a retirement gift to himself. I vividly remember standing out front of my school, observing a sea of Volvos, Hondas, and Lexuses pulling up to pick up my classmates. As I waited for my mum's Honda minivan to show up, once in a while, if I was lucky enough and if my mother had to work late, my grandfather would pick me up instead. When that sleek, shiny black XJ8 pulled around the corner and up to the curb, my heart raced in such a way that only another Jaguar could ever replicate.

Almost twenty years later, I bought my very own 2001 XJ8, painted in dark blue over an ivory white leather interior with gorgeous burl walnut wood strewn about the cabin on just about every surface you could imagine. Once again, as I sat behind the wheel and cruised around on sunny summer days, I felt that same feeling in my heart that I had almost entirely forgotten. Now, driving the 2024 F-Pace SVR, even though it's an entirely different driving experience compared to the early 2000s XJ8, that feeling in my chest remains unchanged – and unmatched by any other brand. That feeling, that only those who have experienced the greatness of a fine Jaguar product and fallen helplessly in love with it could ever truly understand, is what I'm so terrified of losing as Jaguar abandons its heritage in favour of flashy electric cars designed to stir up controversy on social media.

Jaguar's signature duality echoes throughout the F-Pace SVR, mirroring thrilling performance with plush comfort

Although the driving experience of the F-Pace SVR can be completely unique compared to more softened and sedate Jags of the past, such as the XJ8, the F-Pace can just as easily transform into the cushy, comfortable Jaguar you might want it to be on a day where you may have a bit less energy, an annoying headache, or maybe you just want some peace and quiet. Twist its drive mode selector to "Comfort" mode, switch the gearbox to its automatic setting, engage the adaptive cruise control, and then sit back and relax.

Although the SVR sacrifices the immensely relaxing massage seating function that's optional in the P400 model in favour of lightweight, performance bucket seats, the V8-powered F-Pace retains the plush comfort one would expect from a luxury SUV of its calibre. Call me freakish if you must, but I believe the most comfortable way to enjoy the F-Pace is by engaging the ventilated seat function to its maximum setting and turning on the steering wheel's heating function. Think of it as the seating comfort equivalent to a chocolate-covered caramel with a dash of Himalayan pink salt.

Final thoughts

While the F-Pace SVR might make you feel pain at the fuel pump, dread at the service time, and slight sheepishness when your Tesla-driving neighbours sneer at you as you pull into your driveway every day, when you're behind the wheel on an open road, the supercharged V8 Jag reminds you that you are alive, and that, yes, this is really happening. Your heart will race, your blood will boil, you'll feel like the king of the world one day and like a complete social outcast the next. The most important thing is that the F-Pace SVR will make you feel, and isn't that what life's all about? Sure, maybe other vehicles from other brands will make similar emotional appeals, but none will ever make you feel things in the same, utterly charming, captivating, and distinct way that a Jaguar will.

My advice? If you believe you can stomach the cost-induced headaches and the inevitable screaming matches with your financial advisor and care enough about the experience of your life to push yourself through the hard times, run and get your hands on one while you still can, before you're forced to own a soulless, appliance-like electric car. Live your life on your own terms. Drink in the symphonic noise of Jaguar's supercharged 5.0-litre AJ V8 like it's a bottle of fine, well-aged scotch on the beach mid-summer, and bathe yourself in the supple leather and Alcantara upholstery like you're rolling around in silk sheets with a fleeting love affair. The Jaguar F-Pace SVR urges you at every moment to live in the present, to make decisions based entirely on emotion rather than logical reasoning, and to be unapologetically human. Enjoy one while you still can – I sure have.

Gippsland Register Notes

By Helen MacCubbin



Gippsland Register's visit to the Great Lakes Airfield Lakes Entrance

Coming Events

13th July – 'Christmas in July'. Depart the weighbridge, West Bairnsdale 9:30 am with a bit of Christmas bling. Morning tea and meeting will be held at and before visiting the Military Museum West Sale (fee); then onto a two-course 'Christmas lunch' at Rosedale Hotel. – \$30 per head. (Last-minute cancellations will be charged.) Friends welcome. **RSVP 7th July**

9th to 10th August – 'Overnight trip to Yarram'.

Depart Saturday 9th at 9:15 am, weighbridge on the Highway, West Bairnsdale. BYO morning tea and our monthly meeting at the Port of Sale. On to Yarram for a light lunch. Walk or drive around the town murals. Overnight at motel with 'Sippers' before dinner.

Sunday 10th at 10:15 am. Visit the Port Albert Maritime Museum. Fish and Chips lunch by the water. On the way home, view the opening of the historic Swing Bridge, Sale at 3:00 pm.

Mystery Trip Report

Departing from Howitt Park Bairnsdale were Helen and Robin Harris (blue XE sedan), Ann and John Patterson (black XE R-Sport sedan), visitors and ex Gippsland Register members Lesley and Chris Avery (modern), Terry Petersen (silver XK – X150 coupe) and ex member of JCCV Melbourne, but recently re-joined from Mt Taylor into our Register – Andrew Burford in his black 2008 XKR coupe. Les and Marg Bradd also attended in their new acquisition, a majestic white Mk 7.

Helen MacCubbin (blue 2016 XF) led everyone from Kalimna West for the start of our Mystery Trip. We travelled through the Colquhoun State Park to have morning tea out on the garden-encrusted deck at Nancy and Don Jobe's tranquil bush residence. The weather was still, warm and sunny. With lively conversation, as always, the day is not long enough. Apologies from Jim Gilmore and Max Greenwood. During our meeting, Les introduced us to "Jessica", their 1951 white Mk 7 (ex-wedding car). She is a work in progress. He is sorting the front end, steering rack, sourcing tools and tending to the well-worn seats. Robin has been kept busy, enjoying driving his XE to and from Melbourne. Don has not had any further issues with his XJ not wanting to start. John is enjoying his XE R-Sport and keeping an eye out for dreaded potholes. With Omeo at near freezing point most days, Terry has been focusing on renovations, garage designing and inside jobs. New member Andrew has transitioned from adventuresome driving, to touring, and moving to East Gippsland. He is building his stable of Jaguars – next week he is off to Sydney to purchase an XK-RS plus he's on the lookout for another XJ40 (like the one he previous owned). There was so much mingling that we didn't have time to explore the Jobes' orchard, gardens and hen house – next time please.

Our next stop, almost next door, was the 'Great Lakes Airport' 6 km north of Lakes Entrance. Pilot Brendan and his wife Debbie Kelly welcomed us on behalf of the relatively new owners, Debbie and Lenny Marshall. The privately owned airport was purchased



Cloth winged bi plane with a rotary Rotech engine



Bi-plane instrument panel

in mid 1990s by Melbourne entrepreneur George Kepper. With previous owner Col Campbell, they lengthened, upgraded and sealed the east-west runway to accommodate small jets 24 hours a day and also built an emergency, gravel north-south runway; a huge concrete hardstand area for turbine engines and a pathway from the bitumen runway to an enormous new hangar. Nearby is a helicopter pad. The airport prides itself with a beautiful modern terminal lounge and viewing platform.

The 24-hour automatic landing and lighting system is not accessible at the moment as it is all under repair. The airport transformation was officially re-opened by famous pilot Dick Smith in front of a huge crowd. Brendan showed us around the massive hangar that housed a gyrocopter, planes (of all different sizes, speeds and purposes) and other toys.

Robin Harris delivered a vote of thanks to Brendan and Debbie for their informative tour, then Secretary Helen thanked Don and Nancy for morning tea.

After ordering fish and chips, our paper packages were consumed 'alfresco' on Bullock Island, positioned where the 7 major rivers of Gippsland flow through the entrance to meet the waters of Bass Strait. On a magnificent day we certainly had a birds eye view of families fishing along the rock wall, seals frolicking in the distance, a myriad of sea birds making full use of the ebb tide and the odd dolphin passing by.

Hoping to see everyone out our next outing. Remember to RSVP. Best wishes to those that couldn't make to this gathering, our thoughts are with those who are unwell, or house bound.

Happy motoring
Secretary Helen MacCubbin



RUNNING-IN AND THE CONE OF SHAME

Part 45

I have three Border Collies, who run around like they're on closely wound springs. They bark at the fence, they empty the kitchen bin, and they have been known to make alterations to the pants of retreating visitors. They also con the local hardware store into giving them free pigs' ears, using a loving, sorrowful look. You give them a ball to chase, and they have it in pieces before you get outside to throw it. After the regular brawls with each other, they then visit the local vet for a patch-up job. When they return from the vet, they are generally wearing the "Cone of Shame" for a couple of weeks. Now, "Cone of Shame" is pronounced in a deep, rich baritone God like voice and with a background echo, "Cone of Shaaame!"

I registered the SS100 on the Friday late in May, and on the Sunday morning, I went out for my first legally registered drive up a slight hill to Ray Nunn's place, 500 metres away, to visit his MkIV. For this first short trip, the SS100 struggled up the hill, so I returned home. The car did a little lockup, but once reversed a metre or two, it moved off, down the hill, back home. I needed to check the selectors in the gearbox.

At the forensic debrief at home, the engine ran well, the gearbox appeared to operate normally, good oil pressure and the cooling wasn't too warm, so after an hour, the trip was redone. There was now 1 mile on the clock, and at the top of the little hill, the car seized up. I shifted the gearbox to neutral, and the wheels were still locked up. I had seized the differential after travelling only 2 miles.



Ray & Andrew retrieving the SS100 after it's second drive

As I coyly waited for assistance, it didn't help with several people walking past telling me what a wonderful car I had, even though the SS100 was sitting stationary in the middle of the road. I was cringing, wearing my invisible "Cone of Shame". The low point of the day was skidding the SS100 onto Ray's trailer and floating the 500-metre trip back home. There was no need to tie this locked-up beast onto the trailer, it wasn't going anywhere. The "Cone of Shame" is to remain on my head until the car is working once again.

To get the differential out the following had to be disassembled: Rear tail lights off; rear guards off; petrol tank off; rear spare wheel carrier off; seats and all Interior out; front guards disconnected from the chassis; bonnet off; stays to the bonnet, differential and the guards disconnected; shockers disconnected; rear wheels, splines and rear brakes off; floors and tunnel removed; body disconnected from chassis and lifted at the rear by 100 mm. Then began the difficult task of skewing the differential out of the chassis, skimming the underside of the body. All done whilst wearing the invisible "Cone of Shame". By now, your baritone voice with echo should be at full form, and if those 3 words don't make you laugh, then nothing will.

Oil is good for bearings



The demolition required to remove the differential



Parts removed for reassembly



Why?

I am ashamed.

There was no oil in the differential. It took me two full days before I could ring up Ivan and tell him my news.

He did laugh. I think I made his day. It was his and Ray's pants that the dogs modified.

SPORTING

REGISTER NOTES by Matthew Scarff

The Winton Weekend on Saturday 16th of August is another month closer, with entry for the track event open on the MSCA website. This has been open for less than 2 weeks at the time of writing. Already, there are 40 entries, mainly from the Triumph and MG clubs, but I expect more JCCV entries as the event draws closer.

Social Run: There are some bookings on Member Jungle for the social run up to Winton on Saturday morning, it is very simple to use this format to confirm your attendance. It is not mandatory to book through MJ, but it just helps the person who will lead the run, (my wife Melissa), with the number of members that are attending. The meeting point will be Coles Express Service Station, 175 Hume Highway, Mickleham at 8:30 am for departure at 9:00 am sharp. We will be met by members of other British car clubs who are joining in with us. Please refer to the Events section of either our website or the Member Jungle app for full details of the itinerary. Once you arrive at Winton, cars will be organised into their club groups. There will be canteen facilities open at the track and areas for you to sit when you want to eat, rest or watch the on-track action. Members are more than welcome to join in the convoy as it proceeds up the highway. Also, remember there will be awards for the All British Show & Shine and parade laps for those cars on display at lunch time. I am really hoping that this is the beginning of building a large social event with our other British car clubs. Many of the other British clubs are very keen to see this grow into major track and social event for us all.

Saturday Night Dinner: Again, bookings and payment are open for this event through Member Jungle. Cost is \$70 per head, with drinks at bar prices. We are aiming for a reasonably informal night. There will be the usual trophy presentations, and I am sure a few stories as well and Melissa is organising some activities for some entertainment.

In last month's CAT-A-LOG, I mentioned we would endeavour to get a road car that has been used on the track on the floor at a general meeting so members can see what is required and speak to myself and their owners if they have any questions. I am happy to inform you that on the New Members meeting on Saturday, 5th July, we will have 2 cars parked in the garage for members to look at and ask any questions. Jon Beck will have his Mk2 which is a beautiful car that he has run in our annual Winton event for many years. The other car is Nellie May Roberts's X-Type manual 2.1.

Nellie has run this car on the track and has been able to bring the car up to a much higher condition mechanically and cosmetically. I have driven this car after the clutch was replaced by her father Simon. It is a great little car to drive, and, in my opinion, the manual gearbox does improve an already excellent car, especially with the smaller 2.1 V6. The X-Type really has stood the test of time and deserves much more praise for how good they actually are, certainly much better cars than their competition at the time.

To finish, here are some more tips for people who may want to enter their road car in a track event:

If you are running a later model car with plastic bumpers, you MUST fit the tow hooks front and rear that many of these cars have. This is because many modern vehicles do not have towing points underneath the car and the bumper skirts are so low you cannot tow from underneath. At an MSCA run event, if you choose not to fit these hooks to your vehicle, you will not be allowed to run. You must remember that organisers have an obligation to provide an appropriate amount of track time to all the PAYING competitors and want to minimise hold ups and want to clear the track in the least amount of time with minimal risk of damaging your car in the process.

All forward facing glass, such as headlights, must have tape affixed to minimize the risk of fragments going on the track in case of breakage. Headlights must still be visible if turned on. I personally use clear tape.

The normal seat belts fitted to a road car are adequate for a sprint event. They must be in good operational condition with no fraying at all. If you have a race seat fitted with a harness, the seat must be correctly fitted, and the harness needs to be in good and proper operational condition. There may also be an age limit, (5 years I think), on some race cars fitted with a full competition harness.

All loose items inside the car MUST be removed. In the event of a collision, especially at the higher speeds you will attain on the racetrack, loose items in a car become high speed missiles that can severely injure or kill occupants. I also recommend removing any spare wheels and associated tools from the boot. Also, no recording devices, such as Go-Pros, can be used unless secured correctly and then approved by scrutineers on the day.

CLUB SUBSCRIPTION RENEWAL

Around 70% of members are due to renew their annual subscription between now and 30th June 2025. Those who have not signed up to auto renewal will have already received a reminder e-mail.

Please make your payment as soon as possible. This is especially important for members with vehicles on the Club Permit Scheme. You must be a financial club member for the Club Permit to be valid and driving a permit vehicle whilst not a current financial member is an offence under Victorian road law, carrying a significant fine and incurring demerit points.



The simplest way to renew is to log into Member Jungle, click on your name on the top right of the web page, then click on My Membership and follow the prompts to renew.

7 BRITISH MARQUES OWNED BY NON-BRITISH COMPANIES



JAGUAR

Jaguar is another British car brand that is owned by the Indian automotive giant Tata Motors.



LAND ROVER

Indian automotive giant Tata Motors is the company that currently owns Land Rover. It is Tata Motors that revived the brand and gave it a new life.



ROLLS-ROYCE

Rolls-Royce is the ultimate luxury car brand and its success over the last few decades can be attributed to its parent company BMW.



BENTLEY

British luxury car company Bentley is currently under the Volkswagen umbrella.



MG MOTOR

British car company MG Motor has been taken over and revived by the Chinese state-owned automotive company based in Shanghai, SAIC Motor.



MINI

The British hot hatch company Mini is currently owned by the German automotive marque BMW.



LOTUS

British car company Lotus is currently owned by Chinese multinational automotive company Geely.

JCCV Club Permit Scheme Procedure



New Club Permit Applications and Renewals are signed at General Meetings on the first Tuesday of each month (except January) from 7:00 pm.

Please refer to the club website for new application requirements – if in doubt, call David Lyon on 0438 344 073.

Club Permit Applications and Renewals can be posted (with a stamped self-addressed envelope for return) to the club street address:

Club Permit Officer
23 Rosalie Street,
Springvale, VIC 3171

When posting, please forward your renewal intact, including the windscreen sticker with a stamped, self-addressed envelope (with correct postage – currently \$1.50) as early as possible after you receive it from VicRoads to avoid last-minute panic. If you require tracking, please use Express Post rather than Registered Mail, as Registered Mail requires a signature, which means that I must attend the Post Office in the middle of Springvale shopping centre to retrieve and will delay turnaround (sometimes by several days as parking is difficult at best).

Do not send in your Logbook.

I am frequently at the clubrooms to collect mail, and it is possible to arrange a mutually convenient time to sign paperwork there – call me to arrange.

Once signed, a copy of your renewal is kept for mandatory club record-keeping purposes – for this reason, please understand that renewals cannot be signed at club runs, social events etc.

Your assistance in ensuring all renewal paperwork is sent in with provision for return in a timely manner would be appreciated.

Don't hesitate to call me for assistance.

Thank you and regards,

David Lyon | JCCV Club Permit Officer | 0438 344 073

WHO KILLED SAAB AUTOMOBILE?

Obituary of an Automotive Icon

by Nick Oliver, Matthias Holweg (attribution: University of Edinburgh)

Editor's note: This is a summary of a detailed report. The full report can be found at https://www.research.ed.ac.uk/files/4864437/Who_killed_Saab_Automobile_Final_Report_December_20_2011.pdf

It provides an interesting insight into the failure of Saab Automobile, and Jaguar currently finds itself facing some of the same issues that confronted Saab in 2009.

Saab Automobile AB was declared bankrupt on December 19, 2011. This marked the end of 62 years of car production for the iconic brand, which during its final years was beset with financial problems and changes of ownership. More than 3,700 workers lost their jobs when the Trollhättan factory finally closed its doors after producing a total of 4.5 million Saab vehicles over the years. But what was the root cause of the company's demise? Was it preventable? And who was to blame?

The failure of Saab was ultimately due to market constraints. While Saab enjoyed loyal customers and had a history of distinctive and innovative products, its operations were small-scale, and the segment in which Saab operated offered insufficient room for growth, given the strength of its competitors. With production never exceeding 150,000 units per year, the niche Saab occupied was too small to sustain its operations at the prices its products could command. In its final years, Saab produced the same volumes as Porsche but competed with Audi, which not only had almost ten times Saab's volumes but also benefited from well-executed platform-sharing and economies of scale within the Volkswagen Group. In simple terms, Saab had the worst of both worlds – Porsche volumes with Audi prices. This was not sustainable.

Many people will argue that Saab's downfall is due to brand mismanagement by GM. This view is overly simplistic. To GM's credit, it supported Saab despite incurring losses in nearly every year of its 20-year ownership (except for 1994, 1995, and 2001). However, GM-Europe's strategy as a high-volume producer of economy to mid-range cars was at odds with Saab's niche focus on individualism, technological sophistication, and premium positioning. Saab, for its part, resisted GM's attempts to standardise and reduce costs by creating economies of scale through joint models with Opel. Additionally, Saab faced strong competition in its market segment from brands like Audi, which also emphasised values of individualistic understatement and innovative technology, ultimately relegating Saab to a low-volume producer of nearly-premium vehicles.

A crucial tension between premium auto brands and their more mainstream parents is that synergies need to be found 'underneath the skin' of the vehicle without destroying the uniqueness of the brand. With GM and Saab, this tension was not managed effectively, and the Saab brand was compromised.

At the most fundamental level, the problems that brought Saab to its knees date much further back: it was a missed opportunity for Saab to be for GM, what Audi became for VW – a fully integrated brand with a clear, distinct premium image. And here both GM and Saab are to blame: GM for not understanding Saab, and Saab for resisting the integration with GM Europe, which in the long term destroyed its economic basis in a scale-driven automotive

industry. However, we also acknowledge that the particular attributes of the Saab brand made this a very tricky problem: to be economically viable, Saab had to grow. But if it grew, it would undermine the inherent value of the Saab brand. Essentially, Saab fell victim to its own contradictions.

The final straw was the global financial crisis. Saab's volumes fell from around 125,000 units per annum to just 20,791 units in 2009 and never recovered. Losses were mounting. GM's own bankruptcy in 2009 meant it was forced to cull half of its brands, and came close to disposing of its European core, Opel/Vauxhall. Saab was the weakest part of GM Europe, so it had to be sold or closed.

When Spyker (later renamed Swedish Automobile NV, or SWAN) took over in early 2010, the business was scarcely viable. Everything depended on the new 9-5 model, and when sales of this failed to take off, it took only months for Saab to run out of cash. Suppliers halted deliveries in April 2011 due to a lack of payment. From April onwards, there were frantic efforts to find an investor for Saab. Candidates included Vladimir Antonov, a Russian financier, Hawtai, a Chinese motor group and Youngman (another Chinese motor manufacturer), Pang da (a Chinese distributor) and an unnamed Chinese bank. For different reasons, all came to nothing, the final nail in the coffin being GM's refusal to allow the technology and know-how in Saab models to go to a competitor to its partner in the Chinese market. For GM, it did not make any commercial sense to allow its technology to go to a potential competitor in its second most important market, China.

Taking a wider perspective, the fundamental economics of the modern automotive industry cannot support individualistic designs at the prices that Saab was able to command. Low volume producers can survive when their customers are ones with very deep pockets. If their customers don't have deep pockets, then they at least need to be plentiful. Sadly, Saab's customers were neither. The Saab story is reminiscent of the last collapse of a major car company, namely the UK's MG Rover in 2005. Like Saab, Rover found that it was unable to sustain itself following separation from a corporate parent. As with Saab, partnerships with Chinese investors were promised and a deal seemed possible up to the very last minute – but never materialised.

The story of Saab could soon be repeated. Other smaller premium or niche manufacturers also risk being caught in the unhappy middle between high-volume luxury producers (such as Audi, BMW, Mercedes) that all produce around a million units per annum, and the high-margin/low-volume producers (such as Porsche, Ferrari, Rolls Royce) which recover their costs through high margins. Companies that fall between these camps will struggle to generate the necessary cash to develop new products and will ultimately fail. And being part of a larger group is not a guarantor for survival. Larger auto groups have acquired many other premium auto brands, but these mergers are often not happy marriages. The key to the success of such alliances is not just financial strength, but complementarity between the merging firms. Many alliances have failed on this account and more may yet do so.



LIBRARY NEWS

By Brad Miles, Librarian



THE LATEST EDITIONS OF THESE MAGAZINES ARE ALWAYS AVAILABLE IN OUR LIBRARY:

Octane
MAGAZINE

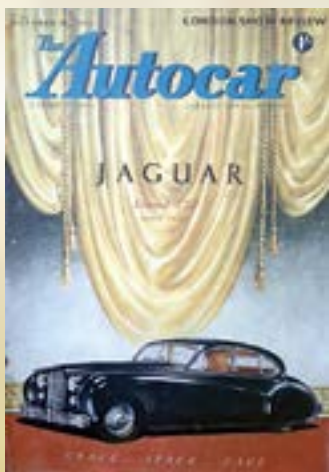
JAGUAR
WORLD

CLASSIC
SPORTS CAR
MAGAZINE

UNIQUECARS
MAGAZINE

AN ANALYSIS OF THE MARKETING OF THE JAGUAR BRAND IN AUSTRALIA, 1950-1959

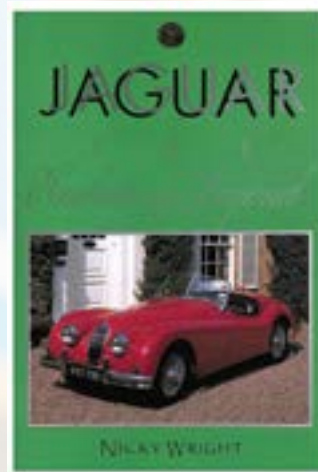
Nicholas Scarff
(110 pages)



Not an especially enticing title, but this is a quite interesting and very readable volume. Prepared by club member Nick Scarff, as a university thesis, he delves into the marketing of our marque in the 1950s as principally undertaken by distributor Bryson Industries. Using mostly, but not exclusively, contemporary motoring magazine sources, the author argues that while many would say the car sold itself, it was in fact clever, well-targeted marketing that resulted in so many Jaguar cars being sold in Australia. The thesis includes many fascinating advertisements sourced from old car magazines and has an extensive bibliography.

JAGUAR THE ENDURING LEGEND

Nicky Wright
(176 pages)



The author of this book, Nicky Wright, has penned over 20 motoring books. While he was born in England, most of his works focus on big American cars, such as Mustangs, Camaros, and Pontiacs. However, he has also written a few about English and European cars, including this one on Jaguars. A highlight of his Jaguar book is the photos—it features over 150 full-colour photographs, mostly taken by the author. The text is quite readable, though you might mainly glance at the picture captions. Additionally, the book includes tables of various Jag specifications. Our library has just one copy, an early edition.

UNIQUE CARS MAGAZINE

April 2025 edition
(194 pages)



Each edition of Unique Cars, our newest magazine subscription, has lots of things of interest for Jag enthusiasts. For example, the April edition includes a three-way test

between a V12 XJS, a V12 XJ12 and a V12 E-type. And, it has lots of other Jaguar items: the auction estimate for an XJ 220 (US\$410,000), an ad for a XJ13 replica (AUS \$649,990), an ad for a 1957 Mark 1 (AUS\$32,000), plus other Australian Jags for sale including a Mark 2, an F-Type, a C-type replica, a Mark IV, a Mark VIII, a couple of XJ6s, a 4.2 E-Type, and a manual Mark 10. Worth a look.

BRITISH AUTO LEGENDS

**M.
Zumbrunn**
(288 pages)



If you think that a book about British auto legends would feature a few Jaguars, then you'd be right. The book showcases 50 different cars, ranging from Bentleys and Rolls-Royces to models by AC and Lotus, covering designs from 1907 to around 2000. The text narrates the story of the British motor industry, detailing the design and performance of each featured car. A highlight of the book, however, is the exquisite photographs, of which there are many hundreds. Another great feature is the inclusion of the Jaguar XK 180. Borrow the book just to read about that car.

THE LIBRARY IS OPEN AT THE MONTHLY CLUB MEETINGS FROM 7PM TO 8PM AND FOR 15 MINUTES AFTER THE CONCLUSION OF THE MEETING



MEMBER SERVICES



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For all Models from 1948 onwards

Servicing, Restoration, Refurbishment -
Specialising in XJS's

Vehicle Storage - safe, secure, indoor, private.
Two locations - Noble Park North and Moorabbin.
Rates from \$110.00 per calendar month

Unit 4/400 Princes Hwy,
Noble Park North, VIC, 3174
(Another easy entry is from the
driveway at 16 Eloner Rd)

Phone Gary: 9795 7770



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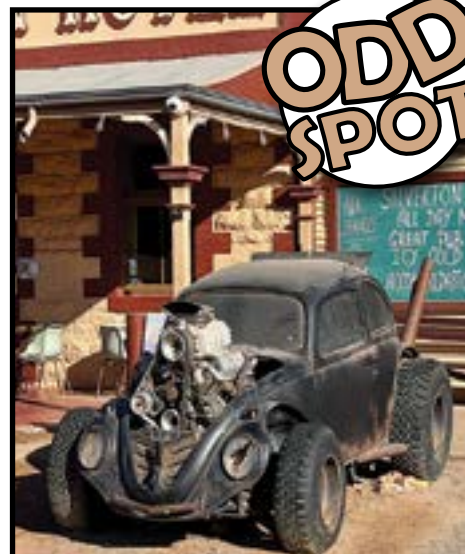
Email

jfowler@dcsi.net.au

Mobile

0400 278 375

ODD SPOT



V8 BEETLE IN SILVERTON NSW



JCCV CLUB CALENDAR

JULY 2025

Saturday 5th	Club Meeting 11:30am to 1:00pm
Tuesday 15th	CAT-A-LOG Deadline
Wednesday 16th	JCCV Committee Meeting 7:30pm to 9:00pm
Tuesday 29th	CAT-A-LOG packing at Clubrooms from 6:00pm

AUGUST 2025

Tuesday 5th	Club Meeting 8:00pm to 9:30pm
Tuesday 12th	CAT-A-LOG Deadline
Friday 15th	Pre-Winton weekend dinner- Wangaratta
Saturday 16th	JCCV Social Club Run to Winton 8:00am to 5:00pm
Saturday 16th	Winton MSCA All-British Track Day 8:00am to 5:00pm
Saturday 16th	Winton Track Day Dinner 6:30pm to 9:30pm
Wednesday 20th	JCCV Committee Meeting 7:30pm to 9:00pm
Tuesday 26th	CAT-A-LOG packing at Clubrooms from 6:00pm

**THE COMPLETE LISTING OF UPCOMING CLUB
EVENTS CAN BE FOUND ON OUR WEBSITE**

**AUGUST CAT-A-LOG COPY DEADLINE:
TUESDAY 15TH JULY 9:00PM**

WELCOME TO OUR NEW MEMBERS



**Peter and
Sally Dunham**
Wodonga

**Miechiel Weber and
Elizabeth Hast**
Carrum Downs

Brian Gellion
Belmont

**Mario Fera &
Natalia Fortuzzi**
Hawthorn

**Matt and
Vivienne Cox**
Ballarat East

Neil Webb
Leongatha

**Robert and
Narelle Mitchell**
Puckapunyal
1986 XJ6 Series 3 4.2L

**Perry Anastasiou and
Samantha Varian**
Mt Macedon
1961 E-Type S1 3.8L

Pierre Prentice
Parkville

Sue Lovegrove
Wheelers Hill
1968 Mk2 3.4L

MEMBERSHIP APPLICATION JAGUAR CAR CLUB VICTORIA

Apply online on our website at www.jagvic.org.au. Click the "Become a Member" button, complete the registration details and pay your annual membership subscription. Once accepted, you will immediately receive a welcome e-mail and full member access to our website. In addition, your club name badge will be sent as soon as it is available.

If you have any additional questions or need assistance in completing an application, please contact our Membership Secretary at membership@jagvic.org.au

Jaguar Car Club of Victoria

For over 60 years, we've been bringing together Jaguar enthusiasts who seek the stimulation and enjoyment of this wonderful marque of engineering excellence to preserve fond memories while creating new ones.

We have been meeting regularly at our well-appointed clubrooms for over 30 years.

Whether it be for technical discussions, Concours judging, social occasions, or just to chat and catch up with good friends, our fully licensed clubrooms are the perfect venue.

You may also want to borrow a Jaguar book or monthly magazine from our club library or purchase Jaguar and Club related merchandise.

You can do all this in our clubrooms, located in the south-eastern suburbs of Melbourne.



CLASSIFIEDS



Listed below are cars currently for sale and photos on adjacent page. For detailed information about these cars, please refer to the Club website under Classifieds - Cars for Sale or to the Member Jungle App under Classifieds.

#	CAR MODEL	YEAR	COLOUR	SELLER	SELLER PHONE	SELLER EMAIL	PRICE
1	SS Jaguar 2.5L Saloon	1939	Two-Tone	Jim	0420 279 821	cyasafety@bigpond.com	\$60,000
2	Jaguar Mk IV 3.5	1947	White	Owen	0423 772 401	o.philp@yahoo.com	\$39,950
3	Jaguar Mark V	1949	Two-Tone Green	Chris	0416 210 669	cgsanctuary6@gmail.com	\$40,000
4	Landrover Series 1 SWB	1955	Green	Ian	0438 406 553	ianjtwaller@gmail.com	\$48,000
5	Mk VII	1955	British Racing Green	Brittany	0400 542 843	bfitzpatrick3227@gmail.com	\$18,000
6	Jaguar 420G	1966	Red	Frank	0408 327 699	cartradeworkshop@bigpond.com	\$10,000
7	E-Type Series 1 Coupe 4.2	1966	Grey	John	0417 771 552	jrw4075@bigpond.com.au	\$125,000
8	E-Type Series 1 Coupe A/C	1967	Red	Phil	0412 187 130	phil.ruthb@gmail.com	\$133,000
9	Jaguar S-Type 3.4 O/D	1967	White	Genevieve	0418 630 835	gen58@me.com	\$18,500
10	Jaguar 340 Auto	1968	Grey	Rod	0409 944 000	andrew_sloan@hotmail.com	\$44,900
11	E-Type Series 2 2+2 4.2	1969	Mulberry	Chris	0419 885 241	chris9891@hotmail.com	\$98,000
12	Jaguar E-Type 4.2 Series 2 OTS	1970	Silver	John	03 9787 8005	jonfedgar@bigpond.com	\$250,000
13	XJ6 Series 1 SWB 4.2L	1972	Blue	Michael	0425 728 628	mclarke18@optusnet.com.au	\$1,950
14	E-Type V12 Manual 2+2 A/C	1973	Red	Ken	0419 512 847	ken.gaunt@me.com	\$149,950
15	Series 2 XJ6 4.2L LWB	1974	English White	Darren	0412 527 488	darrensmith68@hotmail.com	\$19,900
16	XJS Coupe	1977	Winter White	Jennene	0410 429 383	fletcherjennene@gmail.com	\$12,000
17	2 of XJS Coupes	1977/8	Green and Red	Garry	0448 365 007	garryrpgibson@gmail.com	\$8,500 ea or 2 for \$16,000
18	XJ6 Jaguar Series 3	1981	Silver	Geoff	0498 487 321	geoffreywilliams988@gmail.com	\$14,000
19	XJ6 Series 3	1981	Cotswold Yellow	David	0447 563 859	davidcook8@hotmail.com	\$14,990
20	XJS V12 Coupe	1990	Cobalt Blue	David	0439 149 360	dwseakayak@gmail.com	\$38,000
21	Jaguar XJ6 3.2L	1996	Silver	Matthew	0468 360 590	mfm5785859@gmail.com	\$20,000
22	XK8 Convertible	1997	Sapphire Blue	Warren	0417 498 270	warren.wiggins54@gmail.com	\$45,000
23	XK8 Convertible	1999	Silver	Lee	0423 009 499	lee@lrwdesign.com.au	\$39,000
24	X308 XJ Sport 4.0L V8	2000	Silver	Graeme	0422 444 335	graeme@cuthbertauto.com.au	\$29,500
25	Jaguar S Type R	2002	Blue	Robin	0418 331 674	rch.paynesville@gmail.com	\$48,500
26	X-Type V6 2.5L Auto	2003	Zircon Blue Metallic	Michael	0407 114 228	michael.k.maclennan@gmail.com	\$6,000
27	Jaguar XK Coupe 4.2 V8	2006	Blue	Jo	0477 834 834	joannehannah834@gmail.com	\$48,000
28	Jaguar X Type Auto	2006	Silver	Brendan	03 9584 1289	info@bhmc.com	\$8,000
29	X-Type 2.1L Auto	2008	Metallic Grey	Jim	0437 452 721	wicko@pac.com.au	\$15,000
30	Jaguar F-Type Auto RWD 3.0L V6	2016	White	Andrew	0430 151 989	andrew_gatt_44@hotmail.com	\$79,999
31	Jaguar XE 2 Litre Turbo Petrol	2016	Ammonite Grey	Jac	0432 805 749	jaccousin12@gmail.com	\$25,500
32	Jaguar F-Pace 30D S	2019	White	James	0420 249 022	jamesyoung219@gmail.com	\$65,000



CLASSIFIEDS



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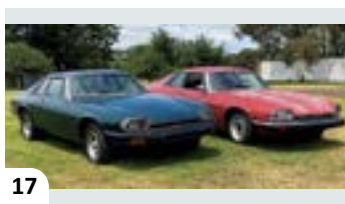
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For detailed information about these cars, please refer to the Club website under Classifieds - Cars for Sale or to the Member Jungle App under Classifieds.



CLASSIFIEDS





CLASSIFIEDS



1965 S TYPE & MK 1 PARTS

1. S Type Parts

- Wood trims ready for polishing.
- Chrome trims (Good condition).
- Door inserts (Good condition).

PRICE: \$200.00 Will separate.

2. Mk 1 Parts

- Backseat newly recovered- Connelly Leather.
- Backrest (needs recovering).
- Dash-board (requires polishing)
- Windows woodwork (requires polishing).
- Nearside half-door skins.
- Eight bar cast grill (good condition) includes new 2.4 L badge.
- Chrome Trims
- Three door cards
- Front bench bucket frames.
- Side panel footwell trims.

PRICE ON APPLICATION - WILL SEPARATE.

Contact Jim Mason, Member 3800 on 0414 014 410 or semaso77@outlook.com



TROLLEY FOR JAGUAR BODY



To suit Saloons 1950 to 1961

- Trolley was custom-built for my Mark IX restoration.
- It securely holds the body to the trolley with four bolts.
- Trolley has lockable castors for easy manoeuvring.
- Trolley will also suit Mk VII and VIII bodies without modification.
- Will also fit several other models with some modification.

Location: Gisborne, Vic

PRICE: \$500

Contact: Phil Jelleff, Member 4063 on 0418 560 115 or sed11@tpg.com.au

JAGUAR PANELS INCLUDING E-TYPE & MK 2



The panels have been in storage in a mezzanine for decades, as is evident by the heavy layer of accumulated dust in photos. There appears to be an E-Type roof and rear panels and possibly Mark II panels amongst this collection as well as various doors. The original owner of these panels was a Jaguar enthusiast who restored his own lightweight E-Type many years ago. He has since passed away. The son would like to sell these panels to free up much-needed warehouse space for his business. Plus there are 2 non-descript engines in storage. Everything is available for sale. With genuine interest from JCCV members, the owner will remove and lower them to ground level for closer inspection. (Hopefully, with some of the dust removed!)

PARTS ARE LOCATED IN BRISBANE

Contact Ted Szmolnik, Member 4354, Brisbane, on 0488 646 477

OWNERS HANDBOOKS



Some look like they are unused.

Price from **\$25 to \$75** each depending on condition.

Contact:

Graham Ratcliff, Member 4198, on 0427 270 542

NEW AND SECOND HAND JAGUAR AND LAND ROVER PARTS

- Racks of new parts all models. Diffs. Wheels.
- Have 50 plus heads. Motors for reco.
- A stack of chrome.
- New Brake Rotors – Half price.
- Door & Boot Locks



- Carbies & Spares
- Various Grilles, Various conditions



- A Full S-Type p/ steering set up with x member.
- 6 crates of new Land-Rover parts.
- Plus a lot more Jaguar Parts left over from Jag Prestige Wreckers.

Contact Graham Ratcliff, Member 4198 on 0427 270 542 or grahamratcliff@bigpond.com

JAGUAR V12 E TYPE PARTS

- 1.V12 Jaguar E Type Exhaust Manifolds **\$695**
2. C34911 V12 Engine Mounts [2] **\$80 PAIR**
3. S/H Stainless V12 Rear Muffler. 2 In 4 Out. **\$195**
4. S/H L & R Engine Pipes Pair. **\$195**

JAGUAR XJS PARTS

1. XJS Header Tank **\$275**
2. Reco. HE. V12 Reco. ECU. C/O **\$750.**
3. New R/H Targa Roof. **\$450**
Plus 4 S/H. Tops
4. DAC 11294. S/H Up-Date Wiper Motor Assy. **\$350**
5. CAC 8053. Late Front Ex. Pipe and Cat. **\$550**
6. New. BEC 6604. 6/90 R/H/F Seat Belt. **\$240**

Contact Graham Ratcliff, Member 4198 on 0427 270 542 or grahamratcliff@bigpond.com

50TH ANNIVERSARY BOOKS OF THE JDCC

The Jaguar Drivers Club of Canberra 50th Anniversary A wonderful 4 volume history of that Club is Available.

- Vol. 1 Our Club**
- Vol. 2 Our Members**
- Vol. 3 Loving Our Cars**
- Vol. 4 Driving Our cars**

PRICE: \$270 THE SET

including \$20 Postage, or PDF versions for \$16.50 each through: <https://jagsinaction.com/>

Contact Paul Carr on paulfcarr1958@gmail.com

RARE JAGUAR NUMBER PLATES

- These Rare pairs of Jaguar Model Number Plates have never been issued.
- They were reserved at substantial costs many years ago by my father.
- Full VicRoads documentation of ownership is provided.



**MKV JAG
JAG MKV
XJS JAG
JAG MKX
JAG MKX**

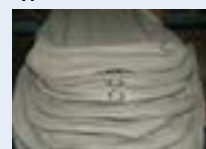
- Transfer of ownership is free, but if the purchaser decides to get them issued then there are obviously some costs involved from the RTA.
- A Great Investment, also allowing some to be sold on at a later date if required.

PRICE: \$600 FOR EACH JAG PLATE PAIR OR \$2,950 FOR THE LOT

Contact: Tony Campbell on 0411 279 100 or tcbll.76@gmail.com

NEW PARTIAL CAR SEAT SETS

Mainly XJ6, XJS, & E Type sets



1. XJS. L/h back. 1 Red 1 Blue.
2. Front Seat. Grey. 7 Panel. Suit ?
3. Ser. 2 L & R front seats 6 panel been fitted. Grey
4. 2 x E TYPE ser.2 S/hand seat covers. Grey
5. Ser. 3 Vanden plas rear seat covers . 3 backs. 5 seats. Beige
6. Ser. 3 Grey. Front seat and back. 1 seat only.
7. Ser. 3 Grey colour? 2 Front seat covers only.
8. Ser. 3 Vanden plas. 2 Front seats & backs. light tan?
9. XJS-C Kids optional rear seat. 2 covers light tan?
- Can be seen at Kilsyth, day or Night by appointment.
- This is mostly new leather left-over from JAG PRESTIGE WRECKERS.
- There is only odds and sods.

• NO COMPLETE CAR SETS.

PRICE: \$50 TO \$75 A PIECE

Contact Graham Ratcliff, Member 4198 on 0427 270 542





CLASSIFIEDS



NEW 18" WIRE WHEEL SET

- To Suit Mk 4 or SS.
- 5 Brand New Chrome Wire Wheels, Mk4 18".

PRICE:
\$7,700 ONO

Contact:
Andrew Smith,
Member No 1070,
Ph: 0418 592 499 or ASmith@Cracks.net.au



FREE E-TYPE & MK IV PARTS

- Moss Gearbox from Mk IV Jaguar, dismantled and suitable for parts.
- E Type Starter Motor from Series 1, 3.8L; serviceable condition.
- E Type Loudspeaker Covers from a Series II, a pair of mesh grilles with black surrounds, discovered in the attic!

PRICE: FREE

Contact Mark Weller, Member 795, on 0402 429 022 or www.authenticage.com.au

JAGUAR XJS, XK8, MK 2 ETC PARTS



1. 5 XJS wheels, (4 with 225/60x15 performance tyres, 95% tread), very good cond. **\$450 O.N.O.**



2. XJ6 series 1 and 2 main exhaust pipe, no rust, painted silver heatproof exhaust paint, made for short wheelbase model. **\$50 FIRM.**



3. Mk1/Mk2 tool kit, (some tools not original) Black case, all in very good condition. **\$750 O.N.O.**

4. New parts to suit 1997 to 2002 XK8
 - Dayco thermostat, **\$40**
 - Ryco fuel filter, **\$20**
 - Wesfil air filter, **\$30**
 - Europa rear brake pads, (1996 to 1999 only) **\$40**
5. Used 2000 to late 2002, XK8 throttle body, good working cond. (came off a running XK8, which was rear-ended and written off.) I bought it as a spare for my XK8 but haven't had to use it. I paid \$500 for it but will take **\$400 FIRM.**
6. More new parts:
 - Coolant expansion tank plus fittings to suit 1998 to 2002 V6 3litre S-type. **\$250 FIRM.**
 - Ryco Z418ST oil filter to suit XE 2litre turbo petrol model 2016 to 2018 with Ford Ecoboost engine. **\$20 FIRM.**

Contact: Brian Jacobs, Member 4386, on 0487 206 077 or jake.bfp@gmail.com

XK8 NUMBER PLATES

NUMBER PLATES : XKAY8

Contact John Wellwood,
at john.wellwood14@gmail.com

XJS CONSOLE PART

XJS centre console trim

\$195

Location:
Mount Eliza

Contact:

George Beraldo,
Member 5062 on
0423 221 144 or gberaldo@bigpond.com



FREE XK JAGUAR ENGINE PARTS ETC SHED CLEARANCE, ALL MUST GO, FREE!!!

- 4.2 S3 Block • 420 long motor
- Mark 2 air cleaner base and cover
- Series 3 Starter • Mk 2 Steering Box & Linkages
- 30 boxes Motor Sport and Road & Track dating back to early 1960's • Range Rover starter
- And plenty more Pistons conrods etc
- Location near Albury

PRICE: FREE

Contact Peter Gamble, Member 5067 on 0407 261 084 or gamblecorowa@hotmail.com

1955/56 JAGUAR MK1 SEATS



- Bench bucket seat frames for restoration.

PRICE: \$150

Contact Jim Mason, Member 3800 on 0414 014 401 or semaso77@outlook.com

WANTED

E-Type Parts

- Metallifacure jack for S1 E Type.
- Integral handle version preferred. Any condition.
- Driver's handbook for 4.2 E Type; not incl. 2+2.
- Aermic wiper blade, one required to make a set.

Contact: Andy Long, Member 3347 on 0490 755 944 or long68125h@gmail.com

WANTED

Jaguar Mk VII & Mk VIII Parts

- MkVII driver's handbook.
- Original tools to suit MkVII front door tool trays.
- Original jack and wheel brace to suit MkVII.
- A pair of MkVIII bucket seats (yes, MkVIII with veneer picnic tables).

Contact: Les Bradd Member 2824, on 0408 957 488 or mk2bluegirl@bigpond.com

Jaguar XJ40, 1986 – 1994

- In particular, a Manual XJ40 or XJR.
- Or XJS auto or manual.

Location East Gippsland, however, willing to travel interstate if required:

Contact: Andrew Burford, Member 5568, on 0412 637 003 or a.burford@bigpond.com

Parts To suit E-Type Jaguar Series 1

- Glass headlight covers, L or R or both.
- Centre dash toggle switch perspex legend bar.
- Rear tail lights to suit both roadster and coupe.
- E-Type steering wheel (original to suit Ser. 1 or 2) and/or centre horn button.
- Spare wheel jack.

Contact: Roger Tonkin, Member No 3731, on 0478 966 289, or retonkin62@gmail.com

Radio console or any parts thereof

To suit E-Type Series 2.

Contact: Roger Tonkin, Member No 3731, on 0478 966 289, or retonkin62@gmail.com

SS100 Parts

- Jack handle
- Prewar wire wheels
- ENG Diff Crown & Pinion 3.77 ratio
- SS 3.5L Engine

Contact: Andrew Smith, Member No 1070, Ph: 0418 592 499 or ASmith@Cracks.net.au

Storage in Moorabbin area for my Jaguar 340

- Ideally where I could have access to do some work on it.

Contact: Marcus Fakhry, Member 5340 on 0403 058 636 or marcus@mifproperty.au

XJ6 Jaguar Wheel Jack

Series 1, early type (1969 to 1971) wheel jack.

Contact: Roger Tonkin, Member No 3731, on 0478 966 289, or retonkin62@gmail.com

XK120 Rear Bumper Bar

Contact: Ivan Stephens, Member 788, on 0409 387 728, or ivanstephens05@gmail.com

CONTACT DETAILS

The Deadline for All Classified Advertisements is the
SECOND WEDNESDAY (7PM)
after the Club Meeting (- or before, would be helpful).

To place a "For Sale" or "Wanted" advertisement,
please email details and a clear jpg. photo to:

John Fowler E: advertising@jagvic.org.au M: 0400 278 375

CLASSIFIED ADS

Cars & Parts for Sale

The JCCV only acts as a venue for sellers to list cars and parts and buyers to purchase cars and parts. The club is not involved in any transaction between buyers and sellers and have no control or make no representation regarding a) the quality, or safety of the items advertised b) the accuracy of the ads, c) the ability of owners to sell items d) the ability of buyers to buy items. The advertisement details are contain information supplied by the advertiser and are presented in good faith. While every effort is made to be accurate, the JCCV gives no undertaking and accepts no liability with regard to any classified advertisement. Advertisements of vehicles for private sale on the JCCV Website or Magazine are required under the current Motor Traders Act to show: a) The cash price of the vehicle, b) If the vehicle is registered, the registration number (this does NOT include vehicles on VicRoads Club Permit Scheme Plates – as the "Vehicles Security Registry" does not include these.) c) If the vehicle is not registered (including those on VicRoads Club Permit Scheme), the engine number, chassis number or VIN of the vehicle.



CLUB CONTACTS



Clubrooms and Postal Address

23 Rosalie Street, Springvale, Victoria 3171

Contact 03 9558 5434 E: secretary@jagvic.org.au

Monthly Meetings

1st Tuesday of every month (including Cup Day in November)
except for January. Starting at 8:00 pm at the clubrooms.

YOUR COMMITTEE

President Rob Lewis *

M: 0438 581 367 E: president@jagvic.org.au

Vice President Graham de Jong *

M: 0458 724 767 E: vice@jagvic.org.au

Club Secretary Trevor Wilkinson *

M: 0438 345 219 E: secretary@jagvic.org.au

(Company Secretary and Club Officer)

Treasurer Fred Eakins *

M: 0408 343 409 E: treasurer@jagvic.org.au

Digital Systems Secretary

Vadim Gershon M: 0417 123 733

E: webmaster@jagvic.org.au

Editor Maurice de Morton

M: 0415 335 160 E: catalogarticles@jagvic.org.au

Social Co-ordinator Bernadette Piekacz

M: 0419 520 927 E: social@jagvic.org.au

Public Relations Steven Pas

M: 0431 542 765 E: publicrelations@jagvic.org.au

Membership Secretary Fazal Cader

M: 0408 149 109 E: membership@jagvic.org.au

Committee Person

Lyn Belcher (60th Anniversary book) M: 0407 685 984

Sporting Secretary

Matthew Scarff

M: 0401 425 902 E: sporting@jagvic.org.au

**Directors*

COUNTRY REGISTERS

Central Highlands Meets 2nd Tuesday each month

Noel Feltham M: 0407 341 566

E: centralhighlands@jagvic.org.au

Goulburn Valley Meets 1st Tuesday each month

at the Mooroopna Golf Club

Jenny Morris M: 0412 597 326

E: gv@jagvic.org.au

Sunraysia

Richard Hogg M: 0408 549 531 E: sunraysia@jagvic.org.au

Geelong

Rob Tolano M: 0418 526 181

E: geelong@jagvic.org.au

Gippsland Meets 1st Mon (Feb-Nov)

Helen MacCubbin M: 0488 060 224

E: gippsland@jagvic.org.au

North East Meets 1st Friday of each month and a mid-month run

Mal MacVean M: 0418 221 593 Wandy McIntyre-Leake M: 0411 113 294

E: northeast@jagvic.org.au

METROPOLITAN REGISTERS

SS, MkIV and MkV

Meets 3rd Thursday each month

Nik Cirakovic H: 03 5655 1453 E: ss@jagvic.org.au

S-Type and 420

John Isaacs M: 0409 225 503 E: stype@jagvic.org.au

E-Type Meets 2nd Thursday each month

Ian Wilkins M: 0408 838 155 E: etype@jagvic.org.au

MkVII, MkVIII, MkIX, Mk10 and 420G

Meets 2nd Monday each month

Richard Bearup M: 0411 604 377 E: 7to10@jagvic.org.au

XK Meets 2nd Tuesday alternate months

Roy Armfield M: 0409 520 880 E: xk@jagvic.org.au

Mk1 and Mk2 Meets 2nd Tuesday each month

Terry Bostock M: 0412 367 436 E: mk1-2@jagvic.org.au

XJ S1, S2, S3, XJC and XJS

Fazal Cader (temporary) M: 0408 149 109 E: xj@jagvic.org.au

Modern Classics - XJ40 to current model

Meets 2nd Tues of each month

Paul Dwan M: 0400 823 738 E: xj40plus@jagvic.org.au

NextGen

Nick Scarff M: 0421 802 797 E: nextgen@jagvic.org.au

Frankston and Peninsula Meets 3rd Tuesday each month

Haydn Grigor H: 03 5978 8107 M: 0407 887 646

E: frankstonpeninsula@jagvic.org.au

COORDINATORS

Advertising and CAT-A-LOG Classifieds

John Fowler

M: 0400 278 375 E: advertising@jagvic.org.au

AOMC Representatives

David Lyon M: 0438 344 073

Gary Ball M: 0413 047 983

Member Badges

Judi Millward

M: 0407 529 986 E: memberbadges@jagvic.org.au

MSA Representative Peter Moon M: 0427 993 700

E: msport@jagvic.org.au

Concours Director VACANT

Librarian Brad Miles

H: 03 9489 7815 E: librarian@jagvic.org.au

Club Merchandise

Jon Beck, Ray Parker M: 0418 502 292 E: regalia@jagvic.org.au

Club Permit Officer

David Lyon

M: 0438 344 073 E: clubpermit@jagvic.org.au

Postal address: 23 Rosalie Street, Springvale, Victoria 3171

Welfare Officer and Trophies

Lyn Belcher M: 0407 685 984 E: welfare@jagvic.org.au

CLUBROOMS MANAGEMENT COMMITTEE (CMC)

Committee Member

Peter Dermody M: 0412 053 615

Philip Curtis M: 0419 879 140

Clubroom Bookings

Paul McPherson M: 0418 123 925

E: cmcsecretary059@gmail.com

Maintenance

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