



# CAT CHAT



BRISBANE REGISTER

EDITION 38

JUNE 2021



Labelled as Lancaster Police 1961.



## BRISBANE COMMITTEE

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Welcome to our new members:

Timothy and Gina Wall 1964 MK2

Mark and Susan Kliner 1970 E-Type

Great to have you on board.



## Forthcoming Events

**June 3** Chassis based register lunch Karalee Tavern 12pm - contact Lloyd 3294 8960

**June 8** Brisbane Register bi-monthly Meeting 7.30pm Yeronga Services Club

**June 9** Monocoque Register Lunch Bull and Barley Cambooya - contact Robin 46648509

**November 13-14** Overnight stay in Warwick. Train trip Warwick to Clifton and return for dinner in an Irish bar 5pm—9.30pm. Please register your interest. Phil/Ruth [philruth@gmail.com](mailto:philruth@gmail.com) or 0412187130

**November 28** Christmas Party at Wynnum Manly Leagues Club

## Brand New In Box



Brian Hine's and John McGee's cars look like they were shrink wrapped and boxed the minute they reached the end of the production line. For the Mac's Bridge show they unboxed them and peeled off the plastic for the first time. The rest of us had presentation work to do.

# 2021 MAC'S BRIDGE *Sports & Classic Car Festival*



**With special guests,  
the E-Type Jag.**



**BEHOLD:** see or observe something, especially of remarkable or impressive nature

A record number of E-types to ever gather in Queensland until we are told otherwise. Adding the "Other Jaguars" who attended on the day, we had way over 100 Jaguars in attendance and believe this to also be a State record. We had registered 67 to attend on the day but numbers vary depending on who you spoke to and who took the time to count the attending E-types, but we believe we had between 72 and 74 E-types attend Macleans Bridge 23rd May, 2021 event.

During the process, we also found many more significant E-types just sitting under Queensland homes, unregistered and unused but not for sale.

I need to thank Neil Summerson for his unwavering support and advice in this process that started in September 2020. Also the whole committee of Mac's Bridge with special praise to Murray Clark and Mike Taylor, who provided updated emails from 5am to 8pm 7 days a week.

Our Show and Shine Judges who doubled as display parking attendants, Peter Mathews and Mike Robertson who had the enormous job of finding the best of the best who requested judging on the day. We congratulate Jonathan McLeod who won the trophy on the day.

Tony Nelson and his mate handed out the display position numbers when we gathered with permission at The Sleeman Centre.

JDCQ President Jim Reid was always just a telephone call away and organised the volunteers to display park the "Other Jaguars".

We congratulate our oldest E-type build date 14/10/1961 and youngest October 1973.

Although E-type owners travelled from all parts of South East Queensland, some in convoys, Steve and Vicki Williams easily won the longest journey as they drove down from Gladstone for the event.

We also thank Shaun Singer from Brisbane City Jaguar for bringing out a 2021 F-type Coupe so we and the general public could see the progression of this design.

Scott Nelson has kindly created the enclosed link which I am now sharing with E-type owners who attended on the day and also the 16 E-type owners who had the good manners to advise that they could not attend on the day with many reasons, some funny and some very sad.

If sharing these images, we ask that you give credit to Scott Nelson - Managing Director of TPR Media.

With all the sad news we see nightly I attempted to get all commercial and government TV stations interested in attending, so they could have a good news story but without any luck. Then at 2:30pm after the event had finished, I received a call from Channel 7 news saying they were coming out. I advised them they were just a bit late.

Let's hope we are all here to celebrate the 70th anniversary of the E-type and that we find new people to take the responsibilities from all who assisted, to again make it the success it was last Sunday.



## THANK YOU

Neil Summerson and Tony Nelson for planning, organising, debriefing and making the sun shine on our paint work.





Sunday the holy day of Mac's Bridge.

## JENSEN INTERCEPTOR V JAGUAR XJS

I am in a unique position of owning a 1972 Jensen Interceptor III which has travelled only 44,000 miles since new, and a 1977 Jaguar XJS having travelled 61,000 km. Both vehicles are effectively as new and performance and specifications are available in many publications like <https://zeperfs.com/en/duel3139-4014.htm> so I will give you my impression of being at the wheel. Both cars are European style Grand Tourers with only room for toddlers in the back seat if the front seats are in a comfortable driving position.

The XJS feels and looks internally like an XJ6 series II or III, (both of which I have owned) right down to the very smooth and quiet ride having a similar suspension. The difference from the XJ6 becomes noticeable in the additional motor smoothness and better acceleration. The twin exhausts are quiet with a satisfying rumble. Unfortunately, the XJS Jaguars suffered badly from Leyland's ownership compared to earlier Jaguars in respect to leather quality, paintwork and chromed plastic trim on lights and other parts.

The Interceptor has a real sports car feel with a stiffer suspension which gives a much safer feel on fast corners but both hug the road well; the Jag being the only one with independent rear suspension. When performance figures are compared on the link given above you will understand when I say the Interceptor boots me in the back while the XJS has a much smoother but still rapid acceleration. The Interceptor also has twin exhausts with a satisfying note typical of large V8 motors even so both cars are quiet in the cabin. From memory, I think the Interceptor will kick down more readily with the Chrysler 727 Torqueflyte bullet proof auto transmission than the XJS Borg Warner 12 auto.

Fuel consumption is a topic often mentioned by those who drive lesser vehicles. There is no substitute for power and capacity and pleasure in the case of the Interceptor with a 440 cubic inch (7.2 litre) V8 engine with a 4 barrel Carter carburettor. Having driven this car spiritedly from the Gold Coast to Inverell it achieved 18.5 MPG and on a full tank of 95 octane fuel (should have been 98), and went 480km before running out of fuel.

The XJS with a 5.3 litre V12 fuel injected engine has not done a similar trip and I might be putting my licence at risk if I tried these days. I might have some fuel consumption figures on the XJS sometime in the future, and I would expect similar results to the Interceptor. Obviously, the 12 to 14 MPG sometimes quoted for these cars must pertain to city driving. As a comparison my 1974 XJ6 series II achieved 22.5 MPG under normal driving conditions, city and highway combined.

The Interceptor is better quality and a more reliable car and the only thing both cars have in common at this time are new aircon compressors. The reliability of the XJS may come down to being a more complex motor and lack of use over the years but it does not seem to have affected the Interceptor both having travelled a similar distance. Both of these cars have a ground clearance of 4 inches and one has to be constantly aware of speed bumps and bad roads, so in choosing one, it really comes down to personal preference for style and feel behind the wheel as they are both of the type we would like to drive every day.

*Bob Ausburn*



1972 Jensen Interceptor Series III



1977 XJS Jaguar

## Luxury Car Tax takes on a whole new meaning.

### Dr Graham Tronc

The Luxury Car Tax (LCT) was introduced by the Federal Government on 01/07/2001 as a means of dissuading individuals from importing prestige, luxury and exotic cars. At the time, it was hoped that the LCT would encourage Australians to buy Australian built cars such as Holden, Ford and Toyotas!



In 2008, the LCT rose from 25% to 33% and LCT is now charged at a rate of 33% of the amount ABOVE the LCT “threshold”.

In the 2020-2021 financial year, this threshold was either (i) \$77, 565 for fuel efficient vehicles – vehicles that had a fuel consumption less than 7L/100km or (ii) \$68, 740 for other vehicles.

Interestingly, this luxury tax does not apply to luxury boats, helicopters and private jets.

So, here is where the LCT became interesting for me and my partner!

In November 2020, whilst in operating theatre, there was a small delay before we could start the next case. My colleague (Dr Mark Munro) showed me a photo of a “barn find” XK 120 SE Jaguar. Mark and Carolyn Munro are already the owners of a very similar vehicle and I have, on more than one occasion, admired their car.

So I was particularly interested to note that the “barn find” was for sale on the US auction site BAT (Bring a Trailer), and that the auction had just five days to go.

After discovering that the car had been stored away in the desert of California since 1977 and was complete in every detail (although of course required restoration), I followed the auction and comments by those watching worldwide. This was indeed a rare find! So five days later (having pre-registered to bid), I set my alarm for 5am Brisbane time, and after 90 minutes of initially slow, then somewhat frenzied bidding, the car was MINE!





My partner (Fiona Monaghan), also a Jag Club member and owner of her own 1960 MGA Coupe, has become more and more interested in classic cars and has watched our “stable” grow at what some might call an alarming rate – such a rate in fact that I had to knock out a wall that divided our two car garage from an unused nanny flat, thus making a four car garage and more recently, seen us purchase a house one street away that was sold as a “house with six car accommodation”.

Back to the barn find! As is my habit, on the morning of my successful bid, I made Fiona a cup of tea, brought it into her in bed, and with a smile, proclaimed “good morning, here is your tea and guess what... we are now the owners of a Jaguar XK 120 SE, just like Mark Munro’s!”

“That does it”, she said. “You owe me a new handbag!” I said “it’s a deal!” She said “but not just any handbag, here’s a photo”. With that, she quickly sifted through her album of “must have fashion items” and up popped a photo of a “CHANEL HANDBAG”. Let’s just say it had a five figure price tag! What was I to do or say, other than “of course”, “no problem”. We went shopping the following Friday night.

Finally, last week, again on a “BAT” auction site, I placed the winning bid on a second 1953 XK120 SE. So a word of warning gentleman (and ladies), firstly you had better hide this magazine from your wife or partner! However, if she/he does read it, be aware that the “Luxury Car Tax” (LCT) could take a whole new meaning for you too!

Dr Graham Tronc and Ms Fiona Monaghan have in their stable, two XK 120 SE Jaguars (project cars); a 1936 SS 1.5L Coupe; a 1969 E type 2+2 Coupe (in restoration); a 1960 MGA TWIN cam (restoration 95% complete); a 1960 MGA 1600 Coupe (concourse); 2 single cam MGA’s 1957/1958 (restored concourse winner); a 1955 Citroen light six, and more recently, inherited from my father, Dr Keith Tronc, a restored 1924 Studebaker big 6; and a 1928 Packard (six wheel equipped).

Thankfully, the LCT was only introduced to the TRONC household late last year, but Fiona is happy that the purchase of the two Jaguars has netted her two fine handbags.

Buyer beware!



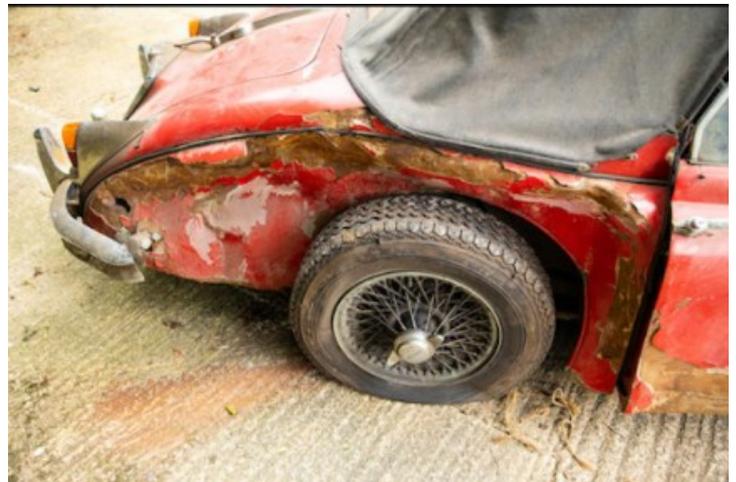
# Bonhams MPH May Auction Surprise

*International Auctioneers and Appraisers*

A mangled XK150S Drophead Coupe fetched ninety thousand pounds (AUS\$164 200). The 3.8 litre car was first registered in 1960 and had two previous owners before meeting its demise in September 1996.

The owner lost control on a wet road and hit a tree, totalling the Jag, but in a testament to the car's strength, the driver walked away unhurt. Following the accident the car was stored away in a dry garage and never repaired as the now– deceased owner was said to be too embarrassed to make an insurance claim.

Bonham's gives the car a score of just thirty out of one hundred but that didn't deter bidders. According to the Hagerty evaluation tool a concours condition XK150S Drophead Coupe would be worth one hundred and forty-eight thousand, five hundred pounds in the UK (AUS \$270 936).



# Happy Birthday to...



The XK 120 FHC. Launched 70 years ago this year in Geneva.



This lucky little bugger whoever he is.

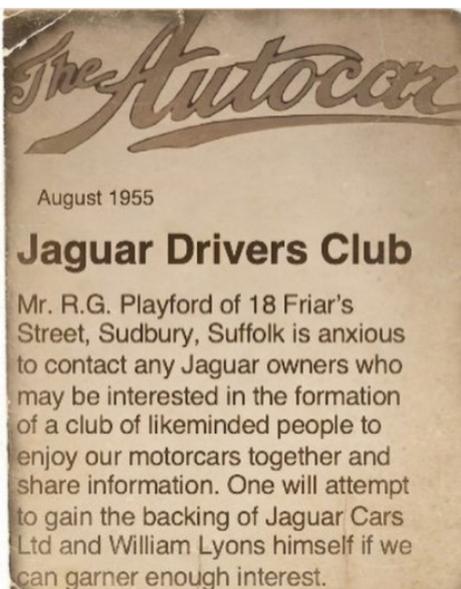


More like a re-birth day. She's electric.

Thanks to all those who brought their Jaguars to Mac's Bridge at Belmont, the display of about 100 Jaguars was truly magnificent.

A special congratulations goes to Tony Nelson and Neil Summerson for their efforts in gathering about 70 E-types for the show. This event celebrated the 60th anniversary of the first showing of the E-type. Enthusiasm for that model is rightly justified, but there are other Jaguar anniversaries this year. It is also the 70th anniversary of the C-type, the XK 120 FHC, the 60th anniversary of the Mark X, the 50th of the Jaguar V12 engine and series 3 E-type, and the 25th of the Jaguar V8 engine and XK8.

I would like to hear from any volunteers willing to pursue owners of these so that their birthdays can be celebrated at All British Day in September. Lloyd 3294 8960



jaguardriversclub Happy 65th Birthday Jaguar Drivers' Club!! Officially formed on 16th May 1956. In 1955 Raymond Playford posted several adverts in car magazines and newspapers to find others interested in forming a club. A first meeting was held in late 1955 where the club idea was agreed, and the formal club was launched on this day 1956. Shown here is Raymond with Stuart Lightfoot, a founder member. The club was officially recognised by William Lyons and @jaguar Cars Ltd soon after. @Jaguar Directors were members of the board for many years. 65 years later and still going strong with thousands of members in the UK and around the world. Come join us. Link in Bio

## Overnight drive to Warwick—November 13th & 14th (Sat-Sun)

We are planning an overnight trip to Warwick with a 5pm train to Clifton for dinner in an ancient pub with an Irish Bar.

Afraid it's so early in the planning that we cannot come up with a price as yet. The price will include a lunch in a pub on the drive to Warwick, overnight at the City View Motel with Breakfast in Warwick (chosen because of under cover parking for the cars), and an activity stop with morning tea on the return drive. Price is yet to be determined.

After being advertised briefly in Date Claimers in the April edition of Cat Chat, the City View Motel has only one room left however we intend to book more rooms at the Buckaroo Motel.

The train trip to Clifton for dinner could be on a Steam Train but more likely a diesel due to the time of year with water shortage and grass fire danger.

**Expressions of interest are being taken now** Phil and Ruth— phil.ruthb@gmail.com 0412187130



## Reminder !



To those who came on the Spirit Whale Watching Gold Coast trip with the Brisbane Register in October 2020!

As we saw no whales on the day we were promised another free trip by Spirit Whale Watching which had to be taken by the 31st July 2021. The season is May to November so you will need to take up this offer soon.

Hopefully you emailed Spirit Whale Watching after the trip when requested by the crew on the day, or again as mentioned in the November Cat Chat, Spirit should have returned an email which we were to use when booking your free trip. [info@spiritwhalewatching.com.au](mailto:info@spiritwhalewatching.com.au) 5572 7755.





Wrest Point Casino



Friday Night Welcome



Parliament Lawns



Tasman Room

Sat. Night Function



The West Coast Railway



Gordon River Cruise



Strahan



The Wilderness Wall



JAGUAR

Jaguar National Rally 2022

Tassie Temptation

Celebrating 60 Years of the E Type



www.jagtas.org.au

## 2022 Jaguar National Rally Program

Thurs. 17th March  
Early Arrivals

Friday 18th March  
Registration  
Welcome BBQ

Sat 19th March  
Display Parliament Lawns  
Salamanca Market etc.  
Themed Dinner

Sunday 20th March  
Sporting Event  
Baskerville  
Alternate Event

Monday 21st March  
Peppermint Bay Cruise or  
Peninsula Tour  
Presentation Dinner

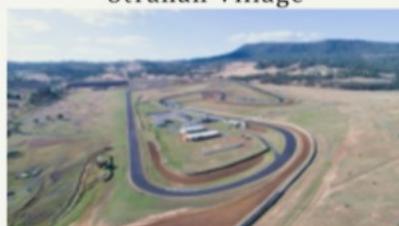
## Accommodation Options



Wrest Point Casino



Strahan Village



Baskerville Raceway



Tues. 22nd March  
Depart Hobart  
The Wilderness Wall  
Arrive Strahan Village  
Welcome Seafood Buffet

Wed. 23rd March  
Gordon River Cruise 8  
am-2.30 pm with buffet  
lunch inc.

Thurs. 24th March  
Wilderness Railway 8.30  
am - 5.45 pm, inc. lunch

Friday 25th March  
Free to explore  
Farewell seafood buffet

Saturday 26th March  
Depart Strahan for home  
or extra touring.

**SUNDAY 13 JUNE 2021**

**10:00AM - 2:00PM**

**Jezzine Parade Ground**

**North Ward, Townsville**

# **ALL BRITISH DAY**

**FREE ENTRY**

