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JAGUAR

Driver



**May - June
2016**

**Official Journal of the
Jaguar Drivers' Club of
Queensland**



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Queensland Jaguar Driver May / June 2016

Bi-Monthly Magazine of the Jaguar Drivers' Club of Queensland

All the news from the National Rally is very positive, a good time was had by all. The weather co-operated mostly and a great variety of Jaguars from near and far were enjoyed together. Next year will be in Port Stephens, the Hunter Valley. region.

As editor, many thanks to all those who contributed to the National Rally report and photos in this magazine. These include Ray Hodges, Tony Herald, Tony Brett, Ian McKinney, Colin Pickering, Julio Machado, Ray Judd and Helen..

We took Racing Red XJS to GEAR in mid April at Queensland Raceway. We were the only Jaguar running that day. Usually the Jaguars are as numerous as any other marque. The V12 in our XJS ran perfectly, the engine howled away at all the revs and the XJS went around the circuit all morning, better than it has ever run before. Great! fixed it! The very next day we were off to Morgan Park, scrutineering etc for the B Series Sprint weekend. On the first Saturday run, the V12 ran perfectly, showing the competitive potential of the XJS. On the 2nd event, it started missing and stuttering again. By the 6th event it was all wrong again. There is a gremlin in there somewhere, we'll find it eventually. Those at Lakeside for the National Rally Sporting Day will have heard how poorly it is running just now. Once this magazine goes to the printers, we'll get back into it.

In a moment of idle discussion with my catering department, we talked of taking the auto box out of our S-type POUNCE and fitting a manual. Not something to be done in a spare afternoon but interesting, non the less. We had the auto box rebuilt 9 years ago and it is working fine at the moment, but one day..... Searching the web, it is the computers that have made it difficult for others to make this conversion. Engine computers interact with gearbox computers and sulk if they can't find their buddy to talk to. However, if all the computers are thrown away and either none used or an after market engine management system fitted, would it then work? Is this going to be the way forward in the future, when modern cars become aged and need attention. Remove all the computers and start again. When POUNCE's gearbox fails again, we might research some more. (Or we could just have it fixed like everybody else).

Contents

JDCQ Club Calendar for May / June / July	4
Jaguar Life with President Tony Herald	5
National Rally 2016 Welcome Party	6
National Rally Display Day	7
National Rally Beach Party	11
National Rally Montville Excursion	12
National Rally Sporting Day, Lakeside	13
National Rally Presentation Dinner	14
Post Rally Tour - Beach to Bush	16
Library News & Membership News	18
Historian report and Facebook News	19
Gold Coast Region Report	20
Darling Downs History Run Report	21
Wide Bay & Burnett Region Report	22
Brisbane Region Report	23
Sunshine Coast, Tale of 2 Racing XJS	24
Mark II Burlblings with Robin Todd	26
Classic Monocoque News	27
Ring Gear Repair service, Leaper onto a Mk 5	28
National Rally sale items, Peaks Crossing, Rally quilt	29
Nuts & Bolts with Bill McMonagle	30
Springwood Dealership Opening Spectacular	32
Sporting Calendar	33
Close Encounter with the Traffic Police	34
Seeking Jaguar News, Notice of JDCQ meeting	35
Roll cages in Qld	36
Trade Adverts	37
Classified Advertisements	38
JDCQ Committees and Officials	40
Model Registers & Contacts	41
Membership Application Form	42



Patron Bill Pitt

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Past President of CAMS
Raced Jaguars including XK120, D type & Mk 1



Cover Picture

XK Sports Jaguars at the National Rally Display Day.
Photo by Tony Herald

Next Jaguar Driver Magazine.

Deadlines for July - August 2016
Closing Date for Contributions 24th June
Classifieds Deadline 21st June

Life Members

Margaret Rowse,	Roslyn Bendeich,	Ron Gaudion,	Graham Hein,	George & Loy Latimer
Peter Lehrke,	Perry Murray,	John & Monica Tupicoff,	Tony & Karen Herald,	
Peter & Michelle Drew,	Len & Joan Henderson	Colin Galley	Kieran & Marianne Lillis	

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May 2016 Calendar.

Sunday 8th May	Gold Coast Links, Hope Island Golf Club. 11.30 for 12.00 noon \$ 35.00 per person. Contact Ron Gaudion for details.	Mothers Day Lunch
Tuesday 17th May	Brisbane At Sherwood Services Club, All members welcome. Meeting room is free if we all have a meal.	Meeting
Tuesday 17th May	JDCQ At Sherwood Services Club, 7.30pm All members welcome. To vote on changes to membership fees. See notice & agenda on page 27 (web 29).	General Meeting
Wednesday 11th May	Classic Monocoque Register Meet at Jacquie's Cafe, Warwick at 11.30 for 12 noon.	Lunch Run
Sunday 22nd May	Mac's Bridge Classic Festival At Belmont Rifle Range, Old Cleveland Road. Tony Nelson organising Jaguars. See advert page 29 (web 31)	Display Day
Sunday 22nd May	Capricornia Morning Tea at Byfield Store, Lunch at Ferns Hideaway. Outing only.	Day Run
Tuesday 24th May	Darling Downs / Classic XJ Register Meet at 10.00 am. Wellcamp Airport Terminal (airside), Toowoomba - Cecil Plains Road.	Coffee to Lunch
Monday 30th May	Gold Coast Meet at The Hinterland Hotel, 53 Sytation St. Nerang for 7.00pm.	Monthly Meeting

June 2016 Calendar.

Wed/Thurs 1st/2nd June	Gold Coast Organiser David Willmot.	Mid Week O/night Run
Sunday 5th June	Angelhurst Village Classic At Terry Hurth's, Mount Tamborine. Ian Lind and Joy Cooper organising the Jaguars.	Charity Picnic Day
Wednesday 8th June	Classic Monocoque Register Meet at Farmers Arms Hotel, Cabarlah at 11.30 for 12 noon.	Lunch Run
Friday 10th June	Brisbane To Oyster Lovers at Bribie Island RSL. Charlie Provis organising.	Lunch Run
Sunday 12th June	Gold Coast Organiser David Willmot.	Lunch Run
Sunday 12th June	Darling Downs Barry and Kay Challenor organising	Poker Run
Tuesday 21st June	Darling Downs / Classic XJ Register Meet at 10.00 am. Inbound at the Toowoomba Railway Station.	Coffee to Lunch
Wednesday 22nd June	Brisbane To Sirromet Winery, Mount Cotton Road, Redlands. Approx \$ 30.00. organisers Joy Cooper & Ian Lind.	Winery Lunch Run
Friday-Sunday 24th-26th June	Sunshine Coast Weekend in Warwick with BRHCC.	Weekend Away
Sunday 26th June	Capricornia Drive to Agnes Waters for the meeting, morning tea and tour of the area. Lunch at the Tavern.	Day Run
Monday 27th June	Gold Coast Meet at The Hinterland Hotel, 53 Sytation St. Nerang for 7.00pm.	Monthly Meeting

July 2016 Calendar.

Wednesday 6th July	Gold Coast	Mid Week Run
Wednesday 13th July	Classic Monocoque Register Meet at Jacquie's Cafe, Warwick at 11.30 for 12 noon.	Xmas in July Lunch
Sunday 17th July	Gold Coast More details page 18 (web 20) Organised by Ron Gaudion, Ray & Gwen Howlett, Chris Miers.	30th Birthday / Xmas in July
Tuesday 19th July	Brisbane At Col Galley's, 153a, Kirby Road, Aspley.	Monthly Meeting
Tuesday 19th July	Darling Downs / Classic XJ Register Meet at 10.00 am. Engine Room Cafe, 1, Railway Street, Toowoomba.	Coffee to Lunch
Saturday-Sunday 23rd-24th July	Brisbane To Warwick, overnight with dinner. Details page XXX. Organised by Ian Lind.	Buckeroo Jaunt Weekend Away
Sunday 24th July	Capricornia Drive to Mt Morgan, morning tea at the dam, then to Kabra via Dululu, Lunch at Kabra Hotel.	Day Run
Monday 25th July	Gold Coast Meet at The Hinterland Hotel, 53 Sytation St. Nerang for 7.00pm.	Monthly Meeting

Jaguar Life

President Tony Herald



Well, the National Rally has been and gone and from all of the feedback we have it has been a big success and everyone seemed to enjoy all of the events during the rally and a great Post Rally Tour.

An event such as this is a huge undertaking and planning starts two years ahead of the rally date. That means that a considerable team has spent time attending meetings and developing their areas of responsibility for the past two years without leaving anything to chance.

We all owe this team made up of Brisbane and Sunshine Coast members a huge vote of thanks for once again ensuring that Queensland's reputation for delivering great national rallies has been upheld.

I believe their contribution needs to be acknowledged and to do that you need to know who was in the team. So please bear with me while I spell out the team who did us proud.

Ian McKinney – Vice Director, helped with everything, chased up sponsorship and promotions, managed the raffles and was part of the team organising the Post Rally Tour

Tony Brett – Treasurer and Registrar, handled the finances and the website, managed the registration process and also assisted with the sporting event. Supplied constant updates on income and expenditure and registration statistics and liaised with registrants.

Margaret Day – Rally secretary, recorded and distributed minutes, developed and distributed rally communications, designed and prepared the original rally flyer and the impressive rally program.

Bob Lewis – Display Day Director, planned and managed the hugely successful Pacific Jaguar Display Day, also designed the rally logo and the poster used as the symbol of the rally in all of our publications (black F Type) produced posters and assisted in sourcing and production of the table centrepieces.

Sherril Lewis – Social Director, Planned and organised all of the evening social events requiring considerable negotiation with the event venues, the display day alternate event and the Hinterland tour.

Alan Hannah – Sporting Event Director, organised the Sunday sporting event including negotiating with the Queensland Raceways management to achieve the best outcome for the rally.

Colin and Lyn Pickering – Post Rally Tour organisers, delivered a memorable Post Rally Tour, Beach to Bush, showcasing much of SE Queensland.

Vicky McKinney – Post Rally Tour organiser.

Corrie Parkinson – Regalia, sourced all of the regalia items at the best prices, prepared advertising material for the website and rally program and managed the sale and distribution of regalia.

Lyn and Merv Jackson – Committee members – assisting in many areas of the rally, particularly social events.

Ray and Jill Judd – Committee members – assisting in many areas of the rally, particularly social events.

Susan Price – Committee member – made the incredible rally quilt which was raffled, various items of regalia sold at the regalia table as well as assisting in many areas of the rally.

I have no doubt understated many of the contributions that these dedicated members made but space limits what I can express. On behalf of all of JDCQ I thank them for their commitment, initiative, tenacity and dedication to delivering a great rally for our 200 or so guests – THANK YOU.

It would be remiss of me to not also mention the many members who gave up some of their time on various occasions throughout the rally, particularly the display day which need many hands to run smoothly. A big thank you to all of you for being willing to pitch in and help make our events a success.

I would also like to remind you that the JDCQ committee have considered the clubs current financial position and oncoming increases such as postage and will be proposing the following at the next Brisbane Register meeting in May.

- Standard club fees remain unchanged at \$105 per annum
- Joining fee be increased to \$50
- Subsidy for the Jaguar Magazine be decreased by \$10 which means fees for those who elect to receive this magazine will be \$140 per annum.

The increase in joining fee is to cover increased costs of new members. The decrease in subsidy for the Jaguar Magazine is partly due to the anticipated increase in postage cost and also consistent with our stated objective of decreasing this subsidy over time.

Regardless of which register you belong to you are encouraged to attend this May meeting where members will be asked to vote on these proposals.

Take care and stay safe

Tony Herald



JAGUAR NATIONAL RALLY 2016

Congratulations are very much in order to the team for organising and delivering on this absolutely outstanding event.

Friday was registration day and close to 200 registered, 158 of whom made there way to the cocktail party that evening.



The girls enjoying the party.



Ray Offe made the trip from South Australia (but not on that chariot).



The boys in meaningful conversation.



National Rally Director, Tony Herald, directing!

Welcome to Queensland Cocktail Party



Food, glorious food.



Mark Eedle from Jaguar Land Rover Australia addressed the gathering.



Old friendships meeting up and new friendships begun.





Saturday was a big day. The display park was jambed. So many Jaguars. Close to 170 checked into Apex Park to display their cars. The park is located in beautiful scenery right on the water's edge.

The Jaguars included some stately old models, including a couple of SS models. There were about 20 E-Types and then all the models forward to the sleek modern lines of the brand new cars.

Crowds of people came to see the display and from the comments made by several experienced old-timers, this was the best display they had ever seen, quite exceptional.

Display Day 2016



Modern Jaguars of all models were on display as well as the classics. There were F-type coupes and convertibles. X-types 2.5 litre, 3 litre petrol and diesel. Where are the AWD and wagon versions?



The Jaguar XJ sedans of all ages from Series 1 through to the latest models.



Are plastic ducks a standard fitment on the XJC console?



Jaguar XJS in various guises: Flat head and HE, 6 litre and face-lift model. Coupe and convertible.

Display Day 2016



The Jaguar XK8 of Di and Roger Admason from Adelaide. Cling vinyl wrap protects the body in Austin Powers "Shaguar" livery.

Persona



The Jaguar XF, the first model to have the new styling trends. A complete break from traditional Jaguar, the start of the new age.



A collection of XJC, the much cherished coupe Series 2.



The early models were well represented in the display. The sedans, DHC and the sports SS100.



A display of new Jaguars with Sunshine Coast's dealer "Pacific Jaguar".



A beautiful replica of a famous D-type. The pure functionality of Sayer's curves and lines, still very attractive today.

Display Day 2016



Used plates abound. From all states and depicting details of the car, the owner, a name or a sentiment.



20 years, this year, since the first Jaguar XK8 appeared in 1996. That also means that the V8 engine has been in service at least for that long too.



Very much a work in progress, needing attention to the paint and trim. Unusual bonnet mascot.



A pair of very smart XJ Jaguars, in immaculate condition.



The Jaguar Mk V. Graceful styling of the era. First with independent front suspension. Last with the pushrod engine.



A host of Jaguar Mk2 variants from all over Australia.



Jaguar XK150 complete with boot mounted luggage rack.

Display Day 2016



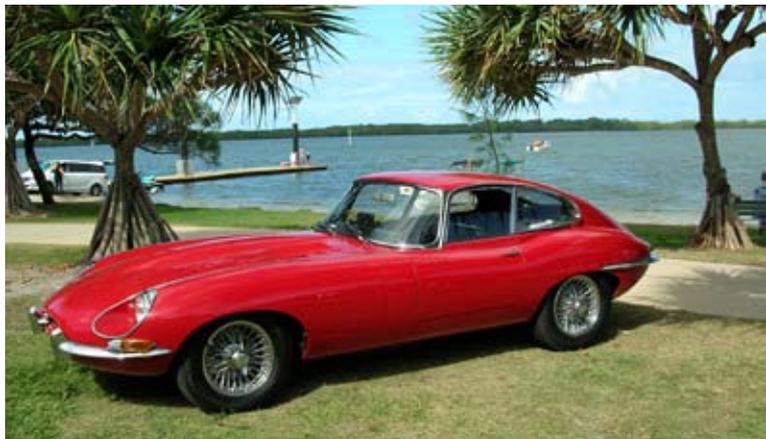
S-type Jaguars, classic and modern.



Jaguar 420 of Colin Galley. A barn find and now mechanically refurbished but the bodywork still as found.



National Rally Registrar, Tony Brett with the Jaguar 420s, celebrating 20 years since their introduction.



There were many E-type Jaguars. A wonderful display of these iconic cars. All immaculately presented.





JAGUAR NATIONAL RALLY 2016

Beach Party

Scheduled for the Saturday evening was the “Beach Party” with the barbeque style dinner to be served by the swimming pool. However, the weather gods had different ideas. Showers were imminent all day but never eventuated. .

Everyone dressed up in bright and cheerful clothing. The hawaiian style of dress was the popular choice, decorated with garlands of flowers. Very south pacific.



A decision had to be made at midday, so to play it safe drinks were served around the pool and dinner was served indoors.



If one really described what the party was like, you could be accused of over exaggerating, because it was simply fantastic. The food was superb and so was the entertainment. The Doo Wop Girls entertained us in their unique style with old time music favourites and had a good majority of party goers dancing the night away.





Montville Excursion

The next morning, Sunday, about 40 Jaguars headed off in convoy to Flaxton Gardens for morning tea. After a scenic trip from Caloundra we all arrived at Flaxton Gardens where a special area had been reserved for us. Having had our devonshire tea, most cars headed back to Montville for a pleasant stroll through the town. The next part of their journey was to Maleny for lunch or whatever.



Flaxton Gardens.
From the grounds, you can see for miles and miles.
Scenic country of the hinterland.



Morning tea.
Devonshire style with scones, cream and jam.



Bonnet up on the XK150.



The excursion group.



JAGUAR NATIONAL RALLY 2016

Sporting Day Regularity Competition.

On the same day, the sporting Jaguars gathered at Lakeside International Raceway for the regularity competition.

Firstly, a walking tour of the track with Doug, the race director, explaining the best line through the corners.

Each competitor then had a practice session before the timed runs around the famous Lakeside circuit.



Preparations in the pits before going out onto the racing circuit..
All loose items out, racing numbers on, crash hat, tyre pressures, lets go!



Walking around the circuit to learn about the corners, turning points and apexes.



Ray Hodges sums up the day .

There were standard specification Jaguars, which had driven from National Rally HQ. They were joined by a variety of the local, modified, track racing Jaguars.



Presentation Dinner



The presentation night was a glistening Black and Gold affair attended by 120 members and guests. Local band, the Chardonnay Sippers kept the music coming all night providing a pleasant backdrop to the usual social chatter.

Formalities were limited but there were a number of trophies to present and this was carried out in stages throughout the evening. An excellent meal was provided by the Caloundra Power Boat Club and the presentations were slotted in between courses.

The first awards were the sporting awards and Rally Director Tony Herald presented the sporting class winner trophies, beautiful locally made mounted glass trophies, to the happy winners. The winners included JDCQ members Max Parnell Mk1, Class D and Tony Brett XJ6 SII, Class E.

Mark Eedle, JLRA General Manager, Customer Experience, presented the Tony Reilly (memorial) Trophy for outright winner of the sporting event to JDCA's Tim Mallyon, accepted for him by JDCA President Steve Appino.

The JCCCT Team Sporting Trophy was won by JDCQ team, Max Parnell, Barry Cooper and Tony Brett. A delighted Barry and Tony happily accepted the trophy from Mark Eedle.

After more chatting, music and fine food the National Rally Perpetual Trophies were presented.

Mark Eedle once again assisted by presenting the Age Distance Trophy to Charles Weston who had driven his 1973 E Type from Hobart.

Mark also presented the Ian Cummins Trophy for Best Presented Car in the Display to our own Sue Greasley for their magnificent 1939 SS Jaguar Drop Head, a well-deserved win. Rod was eventually persuaded to join in the trophy presentation and looked quietly pleased, as he should.

Our good friend and JDCQ member, Les Hughes, then presented the two journalistic awards. The Andrew White Journalistic Award for the best article in the Jaguar Magazine, by a Jaguar club member and not a professional journalist, was awarded to Paul Mullen from JDCA. Les then presented the Paul Skilleter Journalistic Award, for the best article in a Jaguar Club magazine, to Wandy McIntyre-Leak from the JCCV. The award was accepted for her by a fellow JCCV member.

Following a further break for more music, food and chatting Ian McKinney drew the many raffles including the special raffle for the magnificent quilt framed with pictures of delegates cars which was made by Sunshine Coast member Susan Price, who incidentally also made all of the Jaguar inspired placemats. An auction was then held for National Rally Banner Flags which ended the formalities.

There was still some time left for enjoying the music, a bit of dancing and just enjoying each other's company. What a great night.



Corrie Parkinson receives the class D sporting trophy on behalf of Max Parnell.



Tony Brett obviously delighted with his class E Sporting Trophy.



JDCA President Steve Appino receiving one of several trophies on behalf of JDCA members.



Tony Brett and Barry Cooper receiving the Jaguar Car Club of Tasmania Team Sporting Trophy from JLRA General Manager Customer Experience Mark Eedle.



Trophies, Raffle prizes and the Quilt made by Susan Price.

Presentation Dinner



Tasmanian club member Charles Weston receives the Terry Kelly (memorial) Age Distance Trophy from Mark Eedle.



The Andrew White Journalistic Award announced by Les Hughes.



Mark Eedle presents the Tony Riley memorial trophy for outright winner of the sporting event to Steve Appino, accepting on behalf of JDCA member Tim Mallyon.

Trophy Winners 2016

Trophy	Perpetual	Awarded For	Awarded To
Terry Kelly (memorial) age distance trophy	yes	Rally participant who has driven the entire distance.	Charles and Sherrye Weston S3 E Type OTS JCCT
Tony Reilly (memorial) Trophy	yes	Outright winner of the sporting event	Tim Mallyon E Type JDCA
Jaguar Car Club Tasmania Team Sporting trophy (3)	yes	Club with the lowest aggregate score for three road registered club cars in the sporting event	JDCQ Barry Cooper Tony Brett Max Parnell
Ian Cummins Trophy	yes	Best presented car in the display	Sue and Rod Greasley 1939 SS Jaguar DHC JDCQ
Andrew White Journalistic Award	no	Best story or photograph published in the Jaguar Magazine	Paul Mullen JDCA
Jaguar World - Paul Skilleter Journalistic Award	yes	Best story or photo published in an ACJC club magazine	Wandy McIntyre-Leak JCCV
Sporting 1 st in class A	no	Pre war saloons SS90, 100, MkIV, V	Not Awarded
Sporting 1 st in class B	no	Mk 7, 8, 9, X, 420G	Not Awarded
Sporting 1 st in class C	no	XK120, 140, 150, C, D, E Types, XKSS	Tim Mallyon E Type JDCA
Sporting 1 st in class D	no	MkI, Mk2, 240, 340, S Type, 420	Max Parnell Mk1 JDCQ
Sporting 1 st in class E	no	XJ6, XJ12, S1, S2, S3, XJC	Tony Brett XJ6 SII JDCQ
Sporting 1 st in class F	no	XJS	Tony Pallas XJ-S JDCA
Sporting 1 st in class G	no	XJ40, X300, XJ8, XJR, XK8, X Type (new), X Type	James Stevenson XJR JDCA
Sporting 1 st in class H	no	Jaguar engined racers, specials and racers	Not Awarded



Sue Greasley accepts the Ian Cummins Trophy for the best presented car in the display from Mark Eedle.



Jaguar Magazine's Les Hughes announces the winner of the Paul Skilleter Journalistic Award.





JAGUAR NATIONAL RALLY 2016

Beach to Bush Post Rally Tour

The "Beach to Bush" Post Rally Tour started their journey heading first of all to Hervey Bay after a morning brunch at Caloundra.



Tour Day 2
A trip by bus and ferry to Fraser Island.



Some members took a small aircraft trip for 15 minutes taking off and landing on the beach.



No real roads on Fraser, just tracks through the sand. and big old trees with a lattice of roots.



The Tour group went to Lake McKenzie on Fraser Island.



Farewell to the beach, into the country with picturesque landscapes on the way to Childers, then on to Gayndah.



Carpark repairs to the E-type front end.



Not often the country towns see a group of Jaguars in their carpark.

Beach to Bush Post Rally Tour

A special treat on Thursday, a private viewing of the Huth family Citroen collection.



The Citroen Light 15. Very popular in the 40s and 50s.. Suicide doors and front wheel drive.



Jaguar Mk2 and Citroen DS21
Very different styling for 2 cars from the same era. Very different mechanically too.



The Citroen CX Pallas with concave rear window.

To the right, the extremely rare Citroen SM a true supercar of the day, V6 maserati engine and front wheel drive.



The presentation is to the Huth Family for welcoming the Tour group to see the Citroens. A wall clock with a Jaguar leaper and a small plaque of our appreciation.



Morning tea at Gayndah put on by the ladies of the Bowls Club.



On to Kingaroy, the peanut capital of Australia.. The Tour group are listening to Rob the Peanut Man in an area that has just been harvested.



Your Tour leaders:
Ian and Vicky McKinney
Colin and Lyn Pickering.



And finally to Toowoomba, the Garden City.



Carriage interior decorated by a local prison aboriginal inmate, depicting the passage of a day in the aboriginal way.



A ride up the track and back for the young at heart.

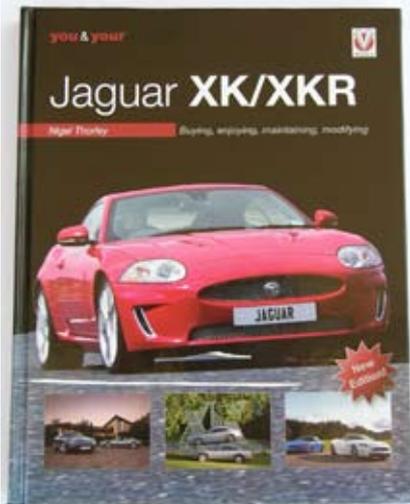
A splendid final dinner was held at Regents on the Lake, Friday night. Saturday morning saw the Tour group and the Darling Downs members all enjoying brunch on the platform at Downs Steam railway museum.



The Jaguars on tour.

Lined up on the lawns at Poppies Cafe in the Bunya Mountains.

And then the Jaguars all departed, heading for home or further explorations. The end of a great National Rally and Post Rally Tour.



Library News

with Club Librarian

Ray Hodges



you & your Jaguar XK/XKR

Buying, enjoying, maintaining, modifying

GB04: you & your Jaguar XK/XKR 1996 to 2014 by Nigel Thorley. This book was first published in August 2015 by Veloce Publishing.

The Jaguar XK was launched to great acclaim in 1996 as the successor to the XJS. Jaguar's XK sports models were produced from 1996 to 2014 in two distinct forms: the original steel-bodied XK; and, in 2005, the advanced technology aluminium-bodied New XK. Highly significant for Jaguar, these cars reintroduced the world of Jaguar sports car motoring and, in doing so, echoed the success of previous icons, such as the E-type.

The original edition of this book covered just the X-100 (original series) XKs from 1996 through 2005. This revised edition now brings the story up to date, with the X-150 alloy-bodied cars, from 2006 through to the end of production in 2014. A significantly enlarged work, packed with the latest, up-to-date information and over 130 additional full-colour pictures, this fascinating book is essential reading for all XK owners, prospective owners and enthusiasts - the perfect XK 'handbook.'

If you would like to reserve this book give your Librarian Ray Hodges a call on 3820 7681 or email:library@jagqld.org.au Enquires for our mail order service to Queensland Regional Register members welcomed. For other available books, service manuals and DVD's **please check our club Facebook page for the latest available material.** Then go to our web site, log on and check out the Library which can be found under Resources; you can then submit a Lend Request to obtain the material.

Membership News With Gary Clark

Hi Club Members

The new club year is just around the corner which means it's membership renewal time!

Renewal forms will be going out soon so watch the mail for yours.

The club year starts in July so please send in your renewal payments and any changes to your membership details promptly, it makes life so much easier for Treasurer Tony Brett and myself if we can finalize the membership renewals early in the new club year.

Accurate email addresses are important for club communications so if you know or even suspect your email address is out of date, PLEASE send me an email so I can check that our membership records are correct.

The club would like to welcome the following new members who have joined recently:

Philip & Gail Smith
Rob & Judy Burkin
Adrian McKay
Ben & Sonya Hutchines
Ben & Inge van der Zon
Jim Hudson

Brisbane
Darling Downs
Darling Downs
Brisbane
Sunshine Coast
Darling Downs



That's all for now

Historian report

With Club Historian

Ray Carter



A Robin Todd Moment

The trials and tribulations of electronic devices have plagued me for most of this year. Poor old computer died and required replacing which was OK, eager to have a new toy, I had my back up copies for most things including the point score records.

Upon opening the point score spreadsheet old version of Excel to latest version some of the macros that Tony Curtis created in 2003 (That's what the file says) caused names and scored points to misalign, again not too bad as this was early in the year, I just had to re-enter scores and that was it.

I prepared a report for the last magazine with an attached spread sheet. Strangely I still don't know where in cyber space the attachment went as addressees received the e mail without the afore mentioned attachment, back to the New computer and it is nowhere to be found ???

The backup was in my desk at work which can be useful when I don't need it at home, Being on one of my short holidays, I was not going in to work 'cos the same thing happens "Oh your here, we need to do this that and the other," there goes the day ,

When I get back to work the IT dept. have upgraded all the computers and all the software. My fault as I look after all that sort of stuff and requested that everything was upgraded. Hence the version of excel was upgraded and my USB was still in the old version, with uncooperative macros.

Yes I was ecstatic over this 'cos I knew that our President didn't have 20 points. Fortunately I have all the emails that you send me saved in a special folder called points. Not sure if I am getting lazy or I have decided that simple names are easy to remember now, once again re-entered the information and pressed save. The screen froze, in fact both screens went blank, then popped open again and the spread sheet was gone. That's OK, it was saved to the USB, but the USB wouldn't open and still hasn't, this has been a month or so.

The challenge now begins to re do the spread sheet, I have all the membership details just a bit of work to do. I then remembered that I had copied the previous years to a hard drive. Using our older laptop, I made a few copies. "Not going to lose all this again" I most sternly told myself. So far so good, I still have a working sheet but not some of the previous history that was on the USB. It has gone and joined that previous report ?@#%\$^ Thankfully it never happened too often when I was editor, Phew !

Back to the real reason for this blurb. Point scores have been coming quite slowly seeing as the calendar seems to be very busy. Please take note: for fair and accurate scoring of points for awards at the end of the year, I need your event sheets. The points scoring ends on the 1st of November which gives ample time for tallies to be compiled and trophy's to be made, for presentation at Christmas parties.

Some points, heading up the leader board it is not surprisingly Club President Tony Herald.

I think Tony attends nearly everything, so far no points have been awarded for the National Rally organisers so Tony will receive a few more for his great efforts plus the rest of the team. I could not attend but I have heard some glowing reports.

Next up is Ray Howlett Gold Coast, I come in next helps being on two committees and having some time this year to attend a few runs. Lloyd Andersen in forth, again from the Gold Coast Robin Kup-Ferroth Fifth and in sixth position are Ian Lind and Tony Brett. Ian we need to put a leaper on one of you cars. That's the top 5% of awarded points, I am sure there lots more to come in.

I am away for all of May so if I don't respond to e mails it's because I am miles from civilisation, or at least I hope to be.

Thanks to all who send in points and all who attend events it all helps make our club great.

Cheers , Ray Carter Historian

Facebook News

With Deb Cook



The page has grown to 261 members.

There was lots of interaction during the display day at the rally and lots of photos went up. It was all too much excitement for one person who unliked the page some time that Saturday.

The Gympie Times sent someone out to see the cars at their first post rally tour lunch stop and they published an article and a photo gallery to their website and Facebook page. Ian McKinney got 15mins of fame with a video on the Gympie Times website too.

It was disappointing not to have photos posted to the Facebook page as the post rally tour progressed but I'm sure they will see the light of day sooner or later.

Keep posting, please! The members much prefer to hear from you than from me.

Gold Coast Register

“The Big Three O”

Christmas in July & 30th Anniversary Luncheon



Sunday 17th July 2016 – 11.30 for 12.00 pm

At

Arundel Hills Country Club Ballroom

1 Arundel Place Arundel 4214

(Dress Smart Gold Coast Casual)

Cost \$40 per person

Includes

Glass of Soft Drink, Wine or Beer on Arrival

Two Course Lunch plus Tea or Coffee

One White, One Red Bottle of Wine per Table

Lucky Door Prizes and Cash Bar Available

Bookings call Ray Howlett on 55641114 or 0408 769118

Payment by 27th June 2016

(For Bank Deposit: JDCQ Gold Coast Register BSB 124 064 A/C No. 10224513)



Wednesday Luncheon Run to Coolangatta Tweed Golf Club



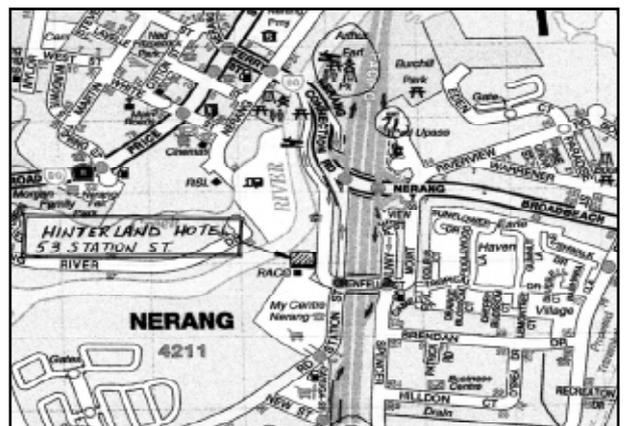
My Responsible Portion
of Dessert.



Reminder - We Have Moved the Meeting Venue!

As from March we will be meeting at the Hinterland Hotel, 53 Station Street Nerang. The committee has chosen a new venue with an improved meeting room as well as still having facilities for reasonably priced meals prior to the meeting. The meeting will be held in the River Room located at the right rear of the hotel. The hotel can be accessed easily from the M1 via Exit 71. Plenty of parking is available in hotel car park, in Dan Murphys or on opposite side of road.

Meeting time is (normally) as before at 7.00pm on the last Monday of the month.



Darling Downs History Run

With June & Terry Whitehouse



We left Chalk Drive and headed to Steele Rudd Park for a quick look around before heading to Allora Apex Park for morning tea.

When leaving there, Bruce's XJ6 threw a wobbly and temporarily refused to start, but after several people having a try, Bruce won her over and away we went to Glengallan House.

Everyone had a good look around and then the ladies sat in the shade of the lovely verandah while the menfolk brought the Jags around to the front of the house to line them up for a photo. We had seven Jags but only six in the photo, Ron escaped early from Glengallan House to go to watch the motor racing at Morgan Park. The eighth car was Fay and David's Toyota.



After a bit of hasseling from me, we eventually, left Glengallan House to head for the RSL in Warwick for lunch. During lunch we had a raffle with Keiran and Bruce the prize winners and also a history quiz based partly on what we had seen and partly on general history,. The ladies won all the prizes, probably because the men had earlier been spotted with their heads under a car bonnet instead of looking around at all the the history.

Wide Bay & Burnett Region Including Bundaberg, Hervey Bay and Maryborough

Sunday 20th of March we held our latest meeting at the home of Rhonda and Ernie Thrush in Moore Park. We had a good day with poor old Rhonda cooking banana pikelets for the crowd, but it was pleasant meeting. Then we moved on the Ernie's shed which is what we really came for and there was a nice lineup of cars for us to inspect. There were two MK10 and a dismembered E type with automatic T bar transmission which I believe is to be relegated to the scrap heap along with the V8 motor which was attached to it once the rebuild takes place. Watching the progress of this car will be an interesting exercise.

Terry and Reggie Lewis arrived with their very nice E type and a 1965 Morgan 4+4. New members Bevin and Sandra arrived in their their 97 x300 series, along with Paul's XK and my ser111. The women were asked to do some judging a la concourse but a little less formal. This was a hoot and enjoyed by all. We then retired to the local pub which a relief was given the heat of the day. An altogether enjoyable day and I would like to thank Ernie and Rhonda for their hospitality on behalf of all those attending.



A friend of mine brought this in from the good ol USA about a year ago. Does anyone know what it is? No prizes, it's just a curiosity. Most Americans don't know it either.

This is Terry's 'not a Jaguar'.

Wide Bay Coming Events

May 15th at 10.am we meet at Bamboo land near Torbanlea for smoko followed by a run to Toogoom for lunch by the water.

June is the run to Tin Can bay.

July 17th is the run to the Strawberry Farm in Bundaberg for smoko followed by Lunch at Baltimore's at the marina.

August 21st Paul and Josie are organizing an observation run.

August 3rd is a mid week run, the first held for quite some time. Meet up at the gift shop on Gayndah rd (Gifts from Everywhere).

All these events will be advertised in more detail by the social secretary Rhonda as the events draw near.

21st HISTORIC





20-21 August 2016

See 200 historic and classic cars race the clock on the streets of this old Darling Downs gold-mining village. Plus Show 'n' Shine and Vintage Caravan displays, markets and bush hospitality make this a must-do event for visitors of all ages and a highlight of the historic racing year.

Information Hotline: (07) 4695 0001
www.historicleyburnsprints.com.au
Tourism and Events Queensland
IT'S LIVE! in Queensland
BORAL

Celebrate Australian Grand Prix Heritage on the Southern Darling Downs



Jaguar supercharged the V8 engine and AJ6.

Here is a supercharged Jaguar V12
Not subtle but very effective.

Brisbane Register Reports

St Paddy's Day at Harrigans

With Ian Lind



An outing with the Morgan Car Club.



Alan Hannah chatting up the ladies.



The Guinness arrives.



Lunch was well received and enjoyed by all.



Col Galley too.



Traditional Irish dancers with the pipe band.

Brisbane Buckeroo Jaunt to Warwick 23rd / 24th July

Accommodation is booked for 10 couples at the Buckeroo Motel (\$ 110.00 Queen Room).
Saturday Dinner at the historic Criterion Hotel.

RSVP to Joy Cooper 3254 2880 or joy.cooper @ cooperation.com.au and pay \$ 110.00 by 15th May.

Direct Deposit to the Jaguar Drivers Club of Queensland, Brisbane Register.

Suncorp 484 799 Account 506 117 953 include your surname as the reference.

Or cheque to Jaguar Drivers Club of Qld Inc. on the reverse write Brisbane Register Account Buckeroo Jaunt.
Post to 3261/30 Hollins Cres, New Farm , Qld 4005.

Having looked at events for Warwick on the weekend of 23rd / 24th July.

There are Sunday Markets and the Vintage, Veteran and Classic Car Show happening on Sunday 24 July.

There is the Glengallon Homestead and Heritage Centre, also the Leslie Dam close by.

The Southern Downs Steam Railway is in Warwick plus, of course, the vineyards towards Stanthorpe.

Burbs to the Beach

With Ray Carter



Damp start at the meeting point.

The Call went out to all around, a Lunch run was to be had, mount your steed was the shout, don't be a slouch put on your hat and get out your cat.

Well nothing quite so dramatic, new member Charlie Provis put together a lunch run with a meeting point at Roy Harvey Park Everton Park. Those who polished their mighty steeds for the day had some of the gloss washed off as there were showers about. Not that they put a damper on the day. The Drive was excellent with Charlie leading the way in what was my XJR. It was most enjoyable to follow it, seeing how well it behaved itself throughout the run.

16 members in nearly as many Jaguars gathered to join in this run. It took us from our morning tea meeting point, through Stafford, Samford Village, Mt Samson, Kurwongbah, Narangba, eventually parking up on the esplanade at the Salt and Vine Restaurant, Scarborough. Here we met up with some more of our clan, making 20 members. in all. Lunch was enjoyed by all, some just a bit later than others. After lunch and lots of chats in between, we all went on our own way home. .A great run, thanks Charlie.



Enjoyable lunch and lots of chat.



Stop for morning tea.





Sunshine Coast

Welcome to this April edition of Cat's Tales. While a major part of this issue is about the absolutely fabulous Jaguar National Rally 2016, held from Friday 15th April to Monday 17th April at Caloundra and covered elsewhere in this magazine, we have a story written by Bruce Andersen, Sporting Coordinator, Noosa Beach Classic Car Club, concerning two racing Jaguar XJS cars belonging to two of their members. The story is not only really interesting but it is also very well written making it very entertaining and worthwhile reproducing. It is reproduced with the kind approval from the N.B.C.C.C.

A TALE of TWO RACING XJS JAGUARS

There are three racing Jaguars in the Noosa Beach Classic Car Club.

Max Parnell's Old English White, Mark One, 3.8 litre ,triple weber with mini-lights and semi slicks, is a well known car, but that is a story for another day.

The XJS V12s under scrutiny are owned and driven by Daryl Shaw, a founding member and elder of N.B.C.C.C, and David Price a mechanic/engineer who is reputed to have cat blood in his veins.

Daryl started the process off by building a garden variety XJS V12 into what was known as the "Jolly Green Giant" Daryl acknowledges Max Parnell for his ongoing support during this period of construction.

David Price, a relatively recent member , started racing a street going V12 auto box car. He had it working quite well once he had worked out how much fuel he would need, and that soft semi slicks provided great grip,



Daryl Shaw competing in his XJS at Morgan Park, Feb 2016



David Price in his XJS competing at Leyburn Historic Sprints last August.

but didn't last the distance on a relatively heavy car . Dave had bigger plans he wanted a race only car with the appropriate mods to make it all work as one. He has, in final stages of preparation, his race version. What makes these two Jags different is that they will be XJS "tribute cars", wearing the same period livery as the Tom Walkinshaw Racing cars that raced in Bathurst in 1985.

Tom Walkinshaw (TWR) after winning the European Touring Championship in 1984, also competed the same year at Bathurst, with John Goss. Their car died on the start line and was badly shunted from the rear causing the race to be restarted. At that point, Bathurst was unfinished business for TWR. They returned in 85 with three cars and thirty ton of spares.

I am going to stop the story here and answer some of the timing chain rattling cynics ...why would you want to race such a car? I will proceed with a Q and A format.

Q Why bother with 12 spark plugs when 8 will achieve the same end?

A. Possibly correct, but the linear torque and delivery of horses per cubic centimetre is something that can only be experienced and is ultimately what won races such is the V12s' reputation in Europe.

Q. Did the ferrous termites start their work whilst the car was being built or when you dropped your cheque in front of the salesman?

A. Hardly worth answering. What car of that era didn't rust? Holdens rusted faster than most and didn't need to deal with salty roads.

Q. Why was the electrical system such a failure?

A. Early model cars did have a few problems as did many post war cars from UK. Which cars of such vintage don't require some maintenance to their electrical system? There is a solution to such problems, and it works particularly well on Holdens of similar vintage. Mix a strong solution of Bundy and Coke, no ice, get a small paintbrush, sip the Bundy and Coke, dip the brush in fore mentioned solution and dab on any and all electrical connections the Bundy and Coke. Take off the grill to access headlights then remove tail lights and apply generously, remember it is SIP, DIP and DAB. Start the process early in the morning and continue through till late afternoon. This assumes that you will have utilized 10 or 12

applications of Bundy and Coke. Finally as the sun is setting take the car for a spirited drive on a remote road to test the efficacy of your maintenance. Does the motor sound a little crisper, are the lights brighter? All comparisons have to be appropriate. Sure, modern General Motors V8's will demolish an XJS V12 motor but that's not the point. The question is how the General Motors mechanicals of 1985, ie a VK Holden, compare with those of the XJS V12 in 1985 during the Bathurst era they were vastly different cars.

The last XJS V12 was produced in 1996, the first in 1973. There were 115413 XJS produced, a greater number than that of the famed E Type. There was a convertible and a cabriolet produced with a body massage in 91, to give the car a more elegant profile, whilst still maintaining its essential character. A four litre and a six litre engine were produced with significant acclaim and the 6 litre V12, regarded as the best of all the engines. The chassis of the XJS was a shortened version of the XJ saloon with bigger brakes, suspension mods etc. A high proportion of the XJS production was destined for America, and in part hence the styling that followed...not dissimilar to General Motors coupe styling of the early seventies...large and bulky with an aggressive edge. This was a tourer not a sport car, as the E Type was regarded. The steering was over power assisted, but suited the Americas with their long straight, manicured roads. Its flying buttress pillar was a controversial design element which was very much of its era. The convertible XJS was significantly more elegant, minus the flying buttress. In comparison the styling of the XJ saloon which shared many components with the XJS, was the archetype of British elegance. The German authorities were not amused by the bulk of the C pillar and the supposed lack of rear vision that, along with the Lancia Montecarlo that had a similar feature, they banned registration of such vehicles.

The XJS featured in the television series "The New Avengers" and "Return of the Saint". For the 1978 British Motor Show Pinafarinna designed the XJ spider...a prototype that influenced latter Jaguar sport styling. The project got lost in the Ford takeover, though having also acquired Aston Martin in the late eighties; Ford required some existing technology to save costs and subsequently delved into the parts and style bin to produce the DB7 Aston Martin.

OK, now you know more than you did before, about the evolution and occasionally maligned XJS, its back to Daryl and Dave's cars. As stated earlier, these are "tribute cars" to the Tom Walkinshaw Racing Jaguars that competed at Bathurst in 1985.

There were three TWR cars with race numbers 8, 9 and 10. Dave's car is number 10 as driven by John Goss and German co driver Armin Hahne, claiming victory. Car 8 as driven by team boss Tom Walkinshaw and Win Percy finished third. Car number 9 as taken by Daryl did not finish. A BMW took second place. There were 23 cars completing and 32 not completing. The Holden Dealer Team's VK Commodore of Peter Brock and David Oxton were in second place with three laps to go when they broke a timing chain and retired. This was Bathurst at its best, a race of survival.



The winning car, number 10, finished the race with John Goss at the wheel and driving for more than thirty laps with a Recaro seat mount broken and held in place with zip ties. Recaro fitted the seats and, as such, were the culprits. Both cars have the same body colours, graphics etc as per the original cars. In Daryl's car the interior has not been, to date, modified as per TWR cars, whereas Dave's car is getting the full replication down to a dummy air jack plug on the scuttle and identical instrumentation. The wheels on both cars are non genuine, being Italian Speedline alloys, anyone have a couple of spare sets? The TWR cars ran German Getrag gear boxes whilst, as a cost friendly alternative, these two cars will run Supra boxes.

We look forward to seeing cars 8 and 10 blasting down the straight at Bathurst or at least at Lakeside, in the very near future.

Bruce Anderson
Motorsport Coordinator N.B.C.C.C.

Restyled E-type at GEAR



A modified E-type being inspected by Alan Hannah at GEAR, track day. The quality of the workmanship, both inside and out is very good. Some purists might not like the styling modifications.



Mk 2 Burlblings May - June

With Robin Todd



Sometimes things just turn out right don't they. We have a Christmas - in - July scheduled for - yes, you guessed it- July and have not been able to achieve consensus from the committee as to the venue. When we wandered out to the Bull and Barley at Cambooya to make sure everything was ok for our April lunch we were told they couldn't do it on the required date because they were having the floors sanded. No worry it is a nice place so maybe that can be our venue for July. Yes should be ok, we were told but that they would confirm details within the next couple of weeks. That was about six weeks ago so I guess it isn't confirmed. Luckily on the way home we slipped into the Railway Hotel Allora and they were only too happy to have us there for the April lunch. The Allora lunch turned out to be very successful and although none of our attendees turned up in a Mk2 there was one parked just down the road that looked to me like it might have been with us. In actual fact it is a very nice gun-metal grey 3.8 Manual OD with chrome wires that belongs to a bloke in Warwick. I have spoken to him a couple of times about joining us and he and his wife seem very nice people but his reply is that he was in the JDCQ some years ago but "Got out of it, and is now very happy in the MG Car Club and goes on their runs". Good Luck to him, I can understand his choice.

Anyway, while I was claiming an ex-member as the token Mk2 at our run, who should turn up but Julio in his new car, which I believe can best be described as a two door Mk2 with the roof removed - no it is not a XK150 OTS, but some of you might know it as an XK8. Lovely it looked, so it is obviously a descendant of the Mk2 line.

Julio said he spent some time and money making sure it made all the right noises, so I suggested that as the road outside was fairly wide he should flatten it and hold it until he reached 6500rpm when he departed. He just laughed and threw me the keys saying "You do it". I did not get to 6500rpm but I did see 5000rpm and a bit in two or three of the lower gears as we went around a rather extensive block in Allora, mindful at all time that we did not exceed any applicable road laws. Very nice indeed.

As we all said our goodbyes someone [I think Kay C] suggested we give the Darling Downs Hotel aka the Sandy Creek Pub a try as they do lunches. We know they do at weekends but have been told many times "not during the week".

The Sandy Creek Pub holds a bit of a soft spot with me as it is not far from where my Grandparents had their farm. It is also just up the road from the house built by Patrick Leslie one of the Leslie brothers who were friends with Alan Cunningham the explorer. He found a track over the Great Dividing Range and the Leslie Brothers were advised by him to seek a land grant for the area. They were, in fact, the first settlers on that part of the Darling Downs, so as the pub is just up the road it is reasonable to assume that it was their local for a cool refreshing ale after tilling their lands from dawn to dusk.

We had been there for lunch on many occasions in the early years of our residence in Yangan and found it very pleasant. It is just beside the Go Kart track so we don't go out there on race weekends as we suspect the place would be reasonably well patronised. A couple of years ago the Publican's wife died rather suddenly and Gary descended into a fairly dark place so that on many a visit he could be found in a corner of the bar taking not a great deal of interest in the rest of the world. Then earlier this year he and his elderly mother were returning home from a trip to Warwick and as he waited to turn right into the Sprint Route [Sandy Creek Road] he was hit from behind by a B-Double loaded with boats which flung him into the path of a B-Double loaded with freight coming into Warwick. I might add here that, the stretch of road has a 100kph speed limit, so the smash was a big one. Gary's mother died and he was badly injured. While he was in hospital the locals got right behind him and ran the pub, looked after the place giving it a quick coat of paint here and there so that he had something to come home to.



Sandy Creek Hotel at Allan, Warwick.
Aka the Darling Downs Hotel
Now the venue for Xmas in July on Wed 13th.

The upshot is that the old Gary is back now and on our visit we were able to share a few jokes and we were made to feel most welcome. Our lunch will be no problem. He even checked with the cook then and there so that is the confirmed venue for July. It would be rather special for us and for him if we had a good roll up that day. By the way we don't turn right at the Sprint Route sign we go on to Strickland Rd which is opposite the entrance to Leslie Dam where we have a better view of on coming traffic.

Everything under control, I e-mailed our Editor man Perry the details of the venue so he can adjust the calendar. Then this morning while playing about before starting this issue of the Burlblings, I received a phone call to say that I need to be in Brisbane on the morning of Wednesday the 8th of June. A quick shuffle of venues for June and August and once again all is well. We will be able to call into Flavours in Boonah on the way home and then out to the Farmers Arms Cabarlah in August for hopefully a cold day and the fireplaces warming the whole environment.

I've been browsing the internet for videos of Mk1 and 2s racing in historic events and have stumbled on some beauties. I notice that the modern gear changing technique for down changes is to just grab the leaver and shove it into the lower gear leaving the back wheels to chirp or lock up under compression. I think in my young days we used to call it a "dead stick shift" or something like that. It might be quicker but not as technically competent as a good old fashioned heel

Classic Monocoque Register

and toe double de-clutch. Two videos that really grabbed me were of the Le Mans Historic where one was of a "D" Type for one lap and the other of a big Healey for something like an hour. In both cases the camera was beautifully positioned to see the road, steering wheel, gear lever and the drivers leg movements. In other words the whole driving technique. The "D" type was driven hard with just a touch of opposite lock every now and then whereas the big Healey which is normally regarded as a bit of a brute of a car had heaps of opposite lock even in fast corners. Very Brave or Stupid. I watched for a couple of minutes because I expected him to throw it at the fence at any moment but after an hour it was just how he drove the thing.

Well, it appears that the National Rally is over and done with for another year. Hardly seems like a National Rally not being at Easter [the Austin Healey Club have also shifted the date for theirs but the Austin Club still adhere to tradition] and no Concour. After sitting through hour upon hour at the ACJC listening to how Queensland Concour Judges are biased whereas the NSW Judges are best and Victorian Judges are also the best and I guess nobody else mattered. There was one occasion that still brings a smile. A NSW trier attended the ACJC and complained that the Queensland judges were biased and as proof he said his "Restorer" had promised him that he would win. Like a lot of good actors he had a straight serious face but I was unable to contain myself and pointed out that his "Restorer" was not a judge any way and if he was wouldn't that be Bias. I also suggested that maybe a panel comprised of the "best" judges from each State be formed and they judge each year. Interestingly both NSW and Victoria opposed this suggestion. Anyway, what is more important is the future of the hundreds of National Rally trophies. With the demise of the Concour. I hope, as sometimes happens, they don't just disappear into the safety of someone house never to be seen again.

On that cheery note it is time to say bye and maybe see you at the Sandy Creek Pub or somewhere else for lunch.

JDCQ Monocoque Register Lunch Calender 2016

Meet at the venue at 11.30am for 12 Noon.

Wednesday the 11 th May 2016	-	Jacqui's Café, Warwick.
Wednesday the 8 th June 2016	-	Flavours Cafe, Boonah.
Wednesday the 13 th July 2016	-	Christmas-in-July, Sandy Creek Pub, Allan, Warwick.
Wednesday the 10 th August 2016	-	Farmers Arms Hotel, Cabarlah.
Wednesday the 14 th September 2016	-	Bull & Barley, Cambooya.
Wednesday the 12 th October 2016	-	Rudd's Pub, Nobby.
Wednesday the 9 th November 2016	-	Christmas Party, Bestbrook Resort, Maryvale

Please remember to let me know if you are attending as it makes it so much easier to ensure that everybody receives a meal. Some regulars have adopted a policy of "we will be at all events - unless we let you know" and that too is very acceptable.

I send a reminder E Mail about a week before each event, if you would like to be added to the list please advise. The E-mail I send out is to BCC so no other recipient will be receiving your e-mail address therefore you do not have to worry about your details being broadcast by me.

Remember too that our mobile does not work at home so if you ring that number to advise us we probably will not get the message.

See you at a JDCQ Monocoque Register Luncheon soon.

Robin Todd.

Phone 07-4664-8509 E-mail randvtodd@bigpond.com



Classic Monocoque Register at Warwick Golf Club.

A good turn-out of Jaguars, some more classical than others.



In April, the Classic Monocoque Register lunch was held at The Railway Hotel in Allora.

The first plan changed as The Bull & Barley in Cambooya was closed for renovations.

Photos by Julio Machado.



Ring-Gear Repair & Machining Service

Just writing to let your members know that I repair worn teeth on ring gears. Over the years I have repaired hundreds for vintage cars, however I repair all makes and models from Outboard motors to Bentleys and everything in between. We also make up heavy duty drive plates.

I am trying to get back on my feet after losing my house and workshop in the Blue Mountains bushfires. My Engineering workshop specialised in reconditioning automatic transmission components which included front pumps, planetary assemblies, re-sleeving clutch drums, re-sleeving cases, making up bronze bushes, aluminium welding etc. I also modified and re-drilled the Turbo 350/400 transmissions so that they bolted directly to the back of Holden V8's. Our CNC plasma cutting machine will cut any computer generated image from steel. This machine will also cut property signs, auto logos etc. If it can be drawn, it can be cut, up to 20 millimetre thick.

I have attached some photos of a Nissan drive plate done recently as well as a Rolls Royce ring gear I repaired yesterday, I also repair damper plates.

Gordon Pendlebury 0411 391 677 gpendlebury@pnc.com.au
G Pendlebury & Co Pty Ltd, 19 Purvines Road, Yellow Rock NSW 2777.



The MkV Leaper back on a MkV.



The MkIV in Tony Herald's garage.



.....and with Ivor.

Gee guys, it's going to take all afternoon to get this together again.

Getting a MkV Leaper back onto a MkV

A message from Peter Lehrke.

I was going for an afternoon walk and I saw a MKV cruising at Mooloolaba, they stopped and I went over for a chat with the driver, Graham Jordan. I'd noticed that it didn't have a leaper on the radiator cap and at home I had a MkV leaper (and an original 1950 Jaguar UK Tax Disc) from one of the MkV's we had when I was growing up (in fact I learnt to drive on a MKV). I offered the MKV leaper to Graham to add to his car as I'd had it for about 50 years at least !! Here is a photo with the leaper and its new home - back on a MKV after all this time.

Graham dropped over and we talked Jaguars - he had brought the MKV over from NZ about 12 years ago and guess what?? he has a MKIV 1.5L as well (I had a MKIV 1.5L that passed through custodian Tony Herald, then to custodian Ivor Blade then I bought it off Ivor I think it went to a MKIV heaven) - So I can't wait to have a look at that as well.

A reply from Tony Herald.

Interesting Peter,
I bet he was happy to get that leaper.
Did you suggest he join the JDCQ?

I forgot that you were one of the "custodians" of the old Mk IV. It was too big a job for me. I bought it sight unseen from way up North somewhere. I had a club member check it out and he said it wasn't too bad. I'd hate to see what constituted bad!

After owning it awhile and even bringing it up with us when we moved from Newcastle, I decided it was too big a job for me.

Ivor Blade, who had a lovely Burgundy and Silver Mk V, bought it off me for what I had paid for it. It was obviously too big a job for Ivor too and apparently for you, Peter.

If it's gone to Mk IV heaven it is with Ivor again since he passed away quite some time ago.

Peak Crossing

A Day in the Country - 28th August 2016



The E + F Type Register of the Jaguar Drivers Club of Queensland invites JDCQ members to join us at our Charity Day on Sunday 28th August, 2016 at Peak Crossing from 10am onwards.

We would always wish for Jaguar be the major marque at this event and your early reply appreciated.

Neil and Jenny Summerson have again allowed us to use their property for this event which supports the ongoing efforts of the Fassifern Valley Rotary Club.

Entry fee at the gate will be \$15 per car.

Rotary Club will be serving refreshments, including morning tea and lunch at nominal cost and your support of their efforts is appreciated.

A mobile coffee vehicle will also attend.

This is an exclusive event for selected Motoring Clubs where you mix with like minded people.

This event does not have any general public participation and we appreciate you helping us keep it this way.

Please only refer to the event as "Peak Crossing" and do not disclose the address.

Please RSVP before Monday 1st August to:

Tony Nelson
eandftyperegister@gmail.com

In your acceptance, please advise the Jaguar you will attend in, year of manufacture, colour and the names of participants.

You can expect your email reply mid August confirming your acceptance.

Entry is restricted to 200 cars attending on a first come basis. An early ensures you don't miss out on this great day.

We look forward to your acceptance as soon as possible.



National Rally Banner Flags

A very limited number of these unique mementos are still available.

Great for the Jaguar Shed or workshop to add that touch of glamour.

They come complete with carry bag and water bag (to weigh the stand down in a breeze).

For sale at Cost price of \$60
Phone Tony Herald 5496 7995

For Sale

The Quilt



Made by Susan Price, for the National Rally.
The pictures within the quilt, around the perimeter, each depict Jaguar cars.

The centre square has the National Rally 2016 logo.
The quilt was raffled at the National Rally Presentation Dinner.



The Matting

2 lengths of Erosion Control Coir (coconut fibre) blanket 2m X12.5m each.

Used only once at the National Rally Display Day.

Yours for a small donation to the JDCQ.

Pickup from my home.

Ring if interested.

Tony Herald 5496 7995



Nuts & Bolts

With Bill McMonagle



Restoring XJ6 woodwork

How many times have you looked in a series 1,2or3 XJ6 and noticed that the dash panel wood work is in dire straits (not the band) with extensive cracking and discolouration of the finish? Well you might think that it is beyond redemption however it can be repaired to a reasonable finish at surprisingly little cost. The most important element of this sort of restoration is the time involved.

The first thing to do is to remove the dash panel. This seems to be complicated however if you follow the Repair and Operations Manual steps it is relatively easy. However note that the English call this the "facia panel". In the Series 3 manual the instructions for this operation are on page 76-17 and the method of separating the woodwork from the underlying metal frame and instruments is also on that page and page 76-18.

Once you have separated the woodwork from metal the fun commences as you now have to remove the old finish from the wood. Now I am not sure of the actual original finish but it appears to be a two pack product and seems to be impervious to any chemical stripper I know of. The only way I have managed to remove it is with a heat gun and a sharpened piece of wood shaped like a chisel. It is a slow and tedious job but if you take your time you should be able to remove it all. Just be very careful as the underlying veneer is very thin and can be easily damaged especially if you use a sharp piece of metal instead of wood.

At this point you should really have a hard look at the state of the veneer. If it is really peeling badly you will have a major problem on your hands. A couple of small peels can be repaired by using super glue to reattach the veneer to the underlying plywood. However if large areas are lifting then it requires a major project to re-veneer the timber. The basics of this are to remove the old veneer preferably by putting the dash panel and glovebox lid through a thickness machine or similar abrasive system and new veneer being glued on. This is quite an involved process and outside of the intent of this article. In general terms it is easier to find another second hand wood dash in fair order to restore. See my remarks at the end of this article.

Once the old finish has been removed it is time to ascertain the original colour of the woodwork. This can be found by looking at the edges around the centre and side air outlets. These edges have been protected from the ultraviolet degradation of the colour of the main panel. Also the roll padding pieces at each end of the dashboard should have provided similar protection. Don't be surprised to see that the original finish is much darker than you would have imagined. You will need to re-stain the panel with a darker wood stain to bring it back to original condition. Don't automatically go for walnut stain as it will end up extremely dark. I have found that a teak stain is generally dark enough to get back to the original colour.

For the wood refinishing I personally prefer to use clear lacquers rather than varnishes or two packs primarily because my shed can get dusty and varnish takes a while to dry and I am not too happy using two pack outside a spray booth. My first coat is clear wood sealer and I use Protec Catalac Sealer. This stops any further coats of lacquer from sinking into the wood work. I then use any brand of clear automotive lacquer which was designed to be used in a "clear over basecoat" system. This is because these clear lacquers have been designed to handle a high ultraviolet system whereas furniture lacquer will break down quickly. I normally apply about four coats then rub/block it down with some 320 wet and dry followed by another 4 coats and again rubbed down before applying a final four coats.



Obviously there are a few traps in this process. The first is that your spray gun must be immaculately clean. There is nothing worse than an errant bit of paint coming loose in the gun and getting onto a clear finish. Been there - done that! Actually I now have a spray gun which is only used on clear finishes and is appropriately marked. If you get the dreaded silicone "fisheyes" in the first coats it means the wood has been contaminated by silicon from Mr. Sheen or similar substances. It is best to wash out the finish already applied with lacquer thinners and start again with "fisheye remover" added to the lacquer. Having achieved a final finish you then reverse order Repair and Operations Manual system and assemble the whole thing back into the car.

Actually I prefer to have acquired a spare dash panel from a wreck and can take my time doing up the wood work which may take a couple of weeks depending on weather suitable for spraying and my own spare time etc.. It is a day's work to then remove the old dash panel, put on the "new" wood and put it all back together. Another interesting point is you can use a Series 3 dash panel in a Series 2 but not the other way round. The Series 2 annunciator panel between the speedo and tacho is slightly narrower than the Series 3 but the difference is not really noticeable. The Series 2 wood work is too narrow for the Series 3 annunciator panel but if you are a skilled wood worker you might be able to make it fit.

Batteries

The other day I decided to shout my MK1 a new battery as it was getting a little hesitant in cranking over to start from cold. No wonder it was hesitating as I checked the warranty date which had a sticker with the 08 for the year removed and the 01 for the month in addition to which on the back of the battery case marked in paint was 01/08. This meant that this battery was 8 years and 3 months old.

Now once upon a time there was a local Brisbane battery manufacturer which was owned by Sims metal and their batteries would go for 5 years however they closed down in favour of getting their batteries manufactured "off shore" and the resultant low life of their product eventually forced them to shut down. That was in the late 1980s and for a decade or so about 2 to 3 years was about the best you could expect from the life of a battery purchased from any source.

However there seemed to be a major advance in battery life from sometime early in the 21st. century. The MK1 battery is one example however the battery in the XJ40 was four years old when I purchased it and I decided to shout it a new battery straightaway. However the battery I removed was put into an XJ6 and is still happily doing its job some 2 years later making it 6 years old.

About the only unusual thing I do with my cars is to use a battery disconnect system while the car is not being used. This keeps them isolated from trickle discharge systems such as vehicle alarms and electric clocks etc. I wonder if anyone in the club has had similar results from late model batteries.

DISCLAIMER

In regard to products, services and/or procedures which are either advertised or mentioned in the editorial content of this magazine, members should determine for themselves the reliability and/or suitability for their own particular requirements. Advertisers must ensure at all times that the products and or services represented are suitable for the intended use and for the nominated vehicles. Their representatives, outlets or agents must be similarly directed to sell, fit or offer products or services that are suited to the intended use. The Jaguar Drivers' Club of Queensland Inc. cannot accept responsibility for any product or service statements made herein, and the opinions or comments from any contributors are not necessarily those of the club, its committee, its members or the Editor. **Photos from media outlets are copyright or have restricted use Contact editor for further information**



BLACKALL RANGE HORSELESS CARRIAGE CLUB INC.

WEEKEND IN WARWICK

24th, 25th and 26th JUNE 2016

Meet at Clubhouse, Bryce Lane, Malsby Barn for a 8.15 departure.

Morning Tea at the Park, ESK - BYO or purchase from Cafe

Proceed to Hampton for tour of Queensland Auto Museum, \$12.50pp (2hrs approx)

BYO lunch at Hampton (Sale & bakery available)

After lunch travel to Warwick and check into Motel.

Motel Accommodation

Buckaroo Motor Inn, 86 Wood Street Warwick - Tel: 4661 8755

10 rooms have been reserved - cost \$99.00 per room - contains 1 queen bed

Please book and pay directly with the motel and mention you are with the BRHCC car club when you make your booking

Friday Evening

RSL Club - Albion Street - 5 minute drive, 18 minute walk

Prices range for mains is between \$18-\$20 with desserts \$2-\$2.20

Saturday

Breakfast BYO

Option 1: Depart from Southern Downs Railway for a steam train trip from Warwick to Wallangarra with a short stop at Stanthorpe. Lunch supplied at Wallangarra for \$20 and the train costs \$70pp - total \$90.00 or BYO lunch.

Option 2: At your leisure - some suggestions:

Glenallan Homestead; Leslie Dam; Warwick Regional Art Gallery.

Saturday Evening

Condemine Sportsman's Club - 153 Palmerin Street - 4 minute drive, 15 minute walk

Prices range for mains is between \$19.00 - \$31.00 with desserts \$9.50

Sunday

Breakfast will be BYO

Tour: Killarney Heritage tour commences at 9am sharp concludes around 2pm and takes in Heritage centre, Killarney \$4pp; lunch at Queen Mary Falls \$14pp; and a tour of Killarney Steam Driven Sawmill - owner and operator Ralph Affleck \$20pp - Total \$38pp - **Minimum 10 people**

Lunch options: Fish & Chips; BLT & Chips; Chicken Burger & Chips; Steak Sandwich & Chips; Hamburger & chips; Chunky beef pie, chips & gravy. Meal includes a hot or cold drink.

On completion of Killarney Heritage tour, we all head home, safe travels.

Please contact Ross & Margaret Sanson Ph: 54 45 1191 or mobile 040 1198 781

if you have any queries.



2016 MAC'S BRIDGE Sports & Classic Car Festival

Proudly Supporting
Prostate Cancer
Foundation of Australia

SUNDAY 22ND MAY

Join us for our annual car show in idyllic surroundings with excellent catering and trade displays at the Old Rifle Assoc Belmont Range
1485 Old Cleveland Road, Belmont

(see reverse for location map and directions)

FURTHER INQUIRIES

Mike Taylor: 0417 193 611
Geoff Johnson: 0407 690 704
Murray Clark: murrayclark1@bigpond.com.au
Or visit: www.macleansbridge.com

ENTRANCE FEES

Display car, driver & one passenger: \$15.00
Extra passengers: \$10.00 each
Visitors (including parking): \$10.00 each
Children under 12: FREE



Opening Ceremony Spectacular. New Jaguar Dealership at Springwood

The spectacular opening of the new Jaguar Dealership in Springwood was attended by JDCQ members including Tony Herald, Ray Carter and Ian Lind.

There were four differing environments, experiences.

The Landrover Experience included a ride in a Rang Rover, up a ramp so steep it felt like going over backwards. Then at the top, the ramp folded down and the descent was just as spectacular. Amazing what a Landrover can do.



The White Room Experience. Held in the 12 bay servicing workshop, decorated with chandeliers, fog machines, glitter and ice carvings. Everything was white, clean, stark and an amazing effect.

The cars were white, the floor was white, 7 white Landrovers. The glamour girls served Veuve Clicquot champagne and Vodka Martini with hors d'oeuvres.



In the Garden Party room was held the unveiling of the new Jaguar XF. There were speeches by two generations of the owners, politicians and sporting personalities.

They spoke of the great future planned for Jaguar and for the Springwood dealership.

Then there was the Villan's Room. Dark, with jazz players. A buffet supper and Scotch Whisky neat or in a martini.

Overall a very memorable night. The most spectacular opening ever.

Sporting Events Calendar 2016



Date	Event	Location	
Sat/Sun	7th/8th May	Warwick Sporting Car Club A series Sprints	Morgan Park
Thurs	12th May	GEAR trackday	Lakeside
Sat	14th May	Test & Tune Day Hill climb	Mount Cotton
Sun	15th May	Grafton Hill Climb	Grafton
Sat/Sun	21st/22nd May	Warwick Sporting Car Club, B series Sprints	Morgan Park, Warwick
Sat/Sun	28th/29th May	CAMS State Championship races - round 2	Morgan Park, Warwick
Sat/Sun	4th/5th June	Qld Hill Climb Championships	Mount Cotton
Sat/Sun	4th/5th June	Stanthorpe Round 2 races	Carnell Raceway
Sat/Sun	4th/5th June	NSW Hill Climb round	Grafton
Thurs	9th June	GEAR trackday	Lakeside
Sat/Sun	11th/12th June	Wondai Street Sprints	Wondai Industrial Park
Fri - Sun	17th -19th June	International Rally of Qld	Sunshine Coast
Sat/Sun	25th/26th June	Warwick Sporting Car Club, A series Sprints	Morgan Park
Sat/Sun	25th/26th June	Mount Cotton Hill Climb round 3	Mount Cotton
Sat/Sun	2nd/3rd July	Historic Racing Club, Historic Qld Races	Morgan Park, Warwick
Fri-Sun	8th - 10th July	V8 Supercars at Townsville	Townsville circuit
Wed	13th July	GEAR trackday	Queensland Raceway
Fri/Sat/Sun	15th/16th/17th July	Lakeside Touring Car Classic races	Lakeside
Sat/Sun	16th/17th July	Warwick Sporting Car Club, B series Sprints	Morgan Park, Warwick
Fri-Sun	22nd - 24th July	V8 Supercars in Qld	Queensland Raceway
Sat/Sun	23rd/24th July	Stanthorpe round 3	Carnell Raceway
Sat/Sun	6th/7th August	Noosa Mid Year Hill Climb	Noosa
Thurs	11th August	GEAR trackday	Lakeside
Sat/Sun	13th/14th August	Warwick Sporting Car Club A series Sprints	Morgan Park
Sun	14th August	Grafton Hill Climb	Mountain View
Sat/Sun	20th / 21st August	Leyburn Historic Sprints	Leyburn
Sat	27th August	Test & Tune Day, Hill Climb	Mount Cotton
Sat/Sun	3rd/4th September	CAMS State Championship races - round 3	Morgan Park, Warwick
Thurs	8th September	GEAR trackday	Lakeside
Sat/Sun	10th/11th September	Warwick Sporting Car Club, B series Sprints	Morgan Park, Warwick
Sat/Sun	10th/11th September	Mount Cotton Hill Climb round 4	Mount Cotton
Sat/Sun	17th/18th September	Historic Racing Car Club, Historic Races	Lakeside
Sun	25th September	Grafton Hill Climb	Mountain View
Sat/Sun	1st/2nd October	Mount Cotton Hill Climb round 5	Mount Cotton
Thurs - Sun	6th - 9th October	Bathurst 1000 for V8 Supercars	Mount Panorama
Fri - Sun	21st - 23rd October	V8 Supercars at Surfer's Paradise	Surfers' Paradise
Thurs	27th October	GEAR trackday	Queensland Raceway
Sat/Sun	29th/30th October	Australian Hill Climb Championships	Bryant Park, Vic
Sat/Sun	5th/6th November	Historic Racing Car Club "The Hill" hillclimb	Tinbeerwar, Noosa
Thurs	17th November	GEAR trackday	Queensland Raceway
Sat/Sun	19th/20th November	CAMS State Championship races - round 4	Morgan Park, Warwick
Sat/Sun	3rd/4th December	Mount Cotton Hill Climb round 6	Mount Cotton
Thurs	8th December	GEAR trackday	Lakeside



A Close Encounter with the Traffic Police.

With Owen & Linda Williamson

My general rule of life is to stick rigidly to all the road rules and try to be a good driver. Sometimes my need for bit of a "blat" around the block to clear the cobwebs overcomes my normal common sense and sensible driving habits. To keep my sports cars in good running order, I regularly take them out for a run at least once a week early on a Sunday morning. As I live in a semi-rural area of Brisbane, the pristine early mornings, heavy with moisture lingering in the air, provide the perfect environment to bring out the best performance of my old Pommie sports cars. My routine consists of giving the Austin Healey the first run to take advantage of the early morning coolness and the very low angle of the sun. As the Healey connoisseurs don't approve of the dowdy look of having the rag top up, we go topless. The next car off the rank is the Mini Cooper "S" which is a treat to drive around the twisty roads in our area. As mentioned before my sensible driving habits are sometimes thwarted by the boy racer in me who likes to let these cars stretch their legs.

Finally the "E" Type gets an outing when the sun is up and ready to fry an unsuspecting occupant who has thinning hair touring around in his open top car. My 1967 fire engine red FHC "E" Type with a sun roof gives me the option of shielding my grey matter if needs be. Fortunately, my quest for speed had been amply catered for by the Mini Cooper allowing me to drive down our rural road towards the freeway to let the engine of the big cat stretch its legs. No more than 250 metres out of the driveway I hear the heart sinking sound of a Police siren right up my tail. As a model citizen and a conservative driver (in this instance), I pull over and greet the purveyor of bad news with a heart that has fallen through the floor. His first words blow me away. 'Don't worry, I'm not going to write you out a ticket for speeding.' Thank goodness for that, as I hadn't even got out of second gear. With my false smile starting to wane, I said, 'How can I help you officer?'

He said, 'You realise that your car is illegal and I'm entitled to give you a \$400.00 on the spot fine.' I nearly died at this revelation. I've been driving this "E" Type for about 10 years and I had no idea that it was illegal. The long and short of a very intense discussion centred around the changes to the new traffic laws brought in by the State Government to support the Police's new camera registration plate recognition technology. My car had just become illegal due to the way it was built in 1967.

See the pictures below. The first is from directly behind and the second from the height of the new camera mounting on the police car.



As you can see the curved chrome bumper bar spreaders supplied new with my car in 1967 now renders the car illegal. Apparently your number plate must be perfectly visible to the police camera.

Solution: 1) Change the integrity of the original classic car and remove them. (currently the only option)

Solution: 2) Petition the Minister for Main Roads to have the laws amended for classic and Vintage cars.

Solution: 3) or cop a \$400.00 fine every time a pedantic traffic policeman gets a bee in his bonnet.

My stunned look diminished to be over taken by my suave demeanour and pleasant nature (whose kidding who, the traffic policeman was sick of booking speedsters and he just wanted to have a close up look at a timeless classic) which got me off with an official warning. So if you have anything at all that can impede the cameras view of your number plate, then you have a problem.

So beware and please give us some feedback on how we may tackle this problem as the front number plate on all E types will be illegal no matter what we do as it is tucked in under the bonnet.



The March gathering of the Coffee to Lunch crowd met at Cafe Shop 5 in Highfields for social chat and partaking of beverages.

Coffee to Lunch



In April, Coffee to Lunch was held at The Barn in Flagstone Creek. A rural spot with a museum attached, focussed on earlier motoring and the 1950s.



Photos by Julio Machado

Seeking News of a Jaguar

Dear sirs,

I was interested in contacting someone who maybe can help me with further info on this car.

Back in 1984/85 a rare Jaguar sports car was found dumped in the bush in an area described as the Glasshouse mountains. The car which had obviously been abandoned had been there for 20 plus years.

The car was dragged out by people clearing the area and was then subsequently stored in the Caloundra area for about a year before being sold to someone in Brisbane who started restoration.

In March 2015 the car was sold to Western Australia where restoration work is continuing now.

We would like to find the people who actually found it in the bush and rescued it and to make contact with the person who had it stored before its sale to Brisbane.

I would be keen to make contact with any Jaguar enthusiasts or anyone who knows anything about the discovery of this car.

Regards Terry 0407 797 003



Jaguar as found in the rain forest.



After being dragged out.

Jaguar Drivers Club Queensland Inc

Notice

There will be a General Meeting of all members to be held at 7.30pm on 17th May 2016 at Sherwood Services Club. All members are welcome. Proxy voting for the motions in the Agenda must be with the JDCQ secretary before the start of the meeting.

Jaguar Drivers Club Queensland Inc

General Meeting of 17th May 2016

Agenda

Opening of the meeting.
Apologies for absence
Declaration of Proxies

Motion:

That the JDCQ joining fee be increased to \$ 50.00 .

Proposed by President Tony Herald, seconded by Webmaster Paul Lucas

Reason for the motion: Increased costs of new members joining have gone beyond the present joining fee. Costs include badges, postage and register subsidies.

Motion

That the annual membership fee Option B be increased to \$ 140.00 and the half year fee increased to \$ 75.00

Proposed by President Tony Herald, seconded by Webmaster Paul Lucas.

Reason for the motion: The Option B includes the Jag Mag national magazine, the cost of which has always been subsidised by the JDCQ. The cost of subsidising and distribution of this magazine is increasing. The intention has always been to gradually reduce the subsidy until it is removed altogether.

Closure of the meeting.

The Jaguar F-Pace



On display at the National Rally.
For many people, it was the first time they had seen one.



Photos from Tony Herald & Tony Brett



Roll Cages in Queensland

There's some degree of confusion on whether full (six-point) roll cages are legal or not for road-registered vehicles in Queensland. Many say they aren't, but in fact they are legal in some cases.

Authorities are not in support of six-point roll cages in road vehicles for a number of good reasons. The addition of the two bars towards the front increases the risk of a head clash, particularly considering that helmets aren't worn (unlike in competition). Vision obstruction at the A-pillar is another reason, as well as potential compromise of the vehicles' crumple zone and airbag deployment interference in newer vehicles. They may also make it difficult for emergency services to remove you or your passengers in a major accident. It's also important to note that roll-over accidents are not that common, and modern vehicles are much more stable and less likely to roll than older ones. Most injuries sustained by occupants in accidents occur from physical contact with interior structures or fittings. Thus, a roll cage may increase the likelihood and severity of injury - not reduce it.

The requirement for fitting a six-point cage for road use is usually related to the vehicles' use in competition events. Rally vehicles are a major category, and the fact that they use public roads for competition means this subject is a big issue for them. Cars built or modified primarily for use in Multi-stage Rally Competitions are granted registration under a 'rally vehicle scheme', allowing very limited use on roads. See:

<http://www.tmr.qld.gov.au/~media/Safety/Vehicle%20standards%20and%20modifications/Vehicle%20standards/Form34CAMS RallyCarGuidelinev10.pdf>

There are also a limited number of factory-fitted roll cages available from manufacturers (e.g. in a Porsche GT3). These are acceptable for road-use. But all other vehicles will require a cage to be added - which is a 'modification'.

Following the introduction of the National Code of Practice for Light Vehicle Construction and Modification (VSB 14) in 2012, all states effectively banned the fitting of six-point cages as a certifiable modification. Vehicles certified by State Authorities with a six-point cage prior to VSB 14 would continue to be legal for road use. However, for enthusiasts wishing to fit a cage to a newer rally vehicle, there didn't appear to be an option. CAMS commenced negotiations with State Authorities towards an exemption, which has now been achieved. Enthusiast rally vehicles (those equipped with a CAMS logbook and registered to a CAMS license holder) are now allowed to fit a six-point cage and continue to have full road-registration. Vehicles need to comply with the 'Guidelines for the fitting of safety cages and harness type seatbelts to CAMS club rally vehicles in Queensland', issued by Transport in April 2015. See:

<http://www.tmr.qld.gov.au/~media/Safety/Vehicle%20standards%20and%20modifications/Vehicle%20standards/Form38GuidelineforthefittingofsafetycagesandharnesstypeseatbeltstoCAMSRallycarsv10.pdf>

Another option is to fit a four-point roll bar with removable front legs which are not in place while on the road network. This type of roll bar can be certified under the LK9 and LK10 modification codes. In the case of drag racing, vehicles quicker than 11 second quarter mile (generally) require a six-point cage. The removable option would be the best in this case.



e-Bulletin 46

Your united voice for recreational motorized sports activities!

Visit www.qmsc.org.au and join to add your voice... just download & complete the membership form

QMSC is for all recreational motorized activities including enthusiasts, businesses and venue operators

Corporate partners



23 March 2016

www.qmsc.org.au
e: secretariat@qmsc.org.au
t: 07 3285 1763
m: 0418 794 479

NOTICE CONCESSIONAL REGISTRATION

Members with cars on concessional registrations must be able to prove to police that the vehicle is on public roads for reasons within the approved limits of restricted use. At all times when the vehicle is driven on the road, members must carry Club membership card and current Club magazine, regional newsletter or other written evidence giving particulars of the event being attended. Failure to provide proof of legitimate use could result in the vehicle being regarded as unregistered and uninsured.

JDCQ President



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Promote your Business in these pages.

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Grey scale Half page (up to 18 cm wide x 13 cm high)

Grey scale Full page (up to 18cm wide x 26 cm high)

Full colour Half page (up to 18cm wide x 13cm high)

Full colour Full page (up to 18cm wide x 26cm high)

Contact the Treasurer: treasurer @ jagqld.org.au.

\$ 150.00 for 6 issues = \$ 25.00 per issue

\$ 258.50 for 6 issues

\$ 429.50 for 6 issues

\$ 539.00 for 6 issues

\$ 660.00 for 6 issues

\$ 1,100.00 for 6 issues

I mean who comes up with this stuff.....????

Very clever puns.....

A man's home is his castle, in a manor of speaking.

Dijon vu - the same mustard as before.

Practice safe eating - always use condiments.

Shotgun wedding - A case of wife or death.

A hangover is the wrath of grapes.

Dancing cheek-to-cheek is really a form of floor play.

Does the name Pavlov ring a bell?

Condoms should be used on every conceivable occasion.

Reading while sunbathing makes you well red.

When two egotists meet, it's an I for an I.

A bicycle can't stand on its own because it is two tired.

What's the definition of a will? (It's a dead giveaway.)

Time flies like an arrow. Fruit flies like a banana.

In democracy your vote counts. In feudalism your count votes.

She was engaged to a boy with a wooden leg, she broke it off.

A chicken crossing the road is poultry in motion.

If you don't pay your exorcist, you get repossessed.

Upon her marriage, she got a new name and a dress.

The man who fell into an upholstery machine is fully recovered.

You feel stuck with your debt if you can't budge it.

Local Area Network in Australia - the LAN down under.

Every calendar's days are numbered.

A lot of money is tainted -taint yours and taint mine.

A boiled egg in the morning is hard to beat.

He had a photographic memory that was never developed.

Once you've seen one shopping centre you've seen a mall.

Bakers trade bread recipes on a knead-to-know basis.

Santa's helpers are subordinate clauses.

Acupuncture is a jab well done.

A midget fortune-teller who escapes from prison is a small medium-atlarge.

From Tony Herald

Classified Adverts

To advertise, please contact Paul Lucas - info @ jagqld.org.au

Please do not send adverts to the editor

Members - Free

Non Members \$ 30.00 for 2 issues

1953 Mark VII Jaguar and 1955 Mark VII Jaguar for sale.



Registered and in excellent condition.
Lots of features:
White in colour with red leather interior.
Both Automatic, Sun roofs
Recently serviced
Personalised number plates.
Comes with a registered business name.
Classic Car Hire.
Facebook page.
A range of extras; red carpets, picnic baskets, ribbons for weddings, picnic table just to list a few extras.
Have always been garaged.
Great addition to your collection or for weddings and Formals.

Contact: Brent Williams
Mob: 0427 524 253 or
Rachel Williams
Mob: 0488 524 000



Jaguar MkVIII

I have a MkVIII for sale, that I saved from execution at the wreckers. It is suitable as an "organ donor" for someone restoring a similar vehicle.

It belonged to an elderly gent, who started the restoration about seven years ago, and illness beat him.

The body is lost, rusted beyond repair.

All glass is there, unbroken.

95% of the brightwork is there, although some of the alloy base items are showing signs of corrosion.

Motor and gearbox were fully rebuilt first and travelled about 5,000kms before he started the resto. I haven't turned the motor, but it looks clean inside the oil filler.

Interior is in need of a total restore.

It cost me \$400.00 to save it, and I would like to recover the money.
If you know anyone who may be interested, please pass on my details.

Price: \$400

Contact: Graham Lucke
Phone: 07 4155 1979 (home) Mob: 0412 308 810
Email: bundelec@bigpond.com

Jaguar MK11 1963 auto 3.4L

Car has been stripped and partially restored.

Bodywork restored and in grey undercoat.

Engine overhauled by Northside Jagara Spares.

Booster unit overhauled.

Welch plugs replaced.

New 90amp alternator fitted (original generator included).

Starter motor overhauled.

New front exhaust pipes.

Some extra parts included.

Price: \$5,250

Contact: Dick Crooks
Phone: 07 3289 3686
Email : richmar98@gmail.com



Jaguar XJ6 85 Sovereign Ser III

Reg 3/16.
2 non going XJ & Daimler for spare parts to go with.

Price: \$2,700

Contact: Joanne Rees
Phone: 07 4974 7069
Mob: 0434 469 368



Jaguar XJ6 Parts 1995-97

Jaguar XJ6 1995-1997 ignition coils (used)
Quantity x 6
Price: \$90 for set



Jaguar XJ6 1995-1997
air con control switch unit
2 x units
Price: each unit \$50



Jaguar XJ6 1995-1997 interior lamp bulbs
for air con and clock panel
clear x 1 white x 2
green x 2 blue x 10
Price: \$30 the lot



Personalised plates
JAG 095 (gold on green)
As new due to plates being protected
by plastic sleeve on vehicle
Price: \$800



Contact: Rob Johnson Mob: 0400 102 872



Alloy Wheels with Road & Track Tyres

Alloy Wheels 18 x 8 with Jaguar 5 stud
4.75 PCD.

Street legal racing tyres Federal 235/40
ZR 18 RS-R 595

Price: \$ 400.00 the set

Contact: Perry Rolton
Mob: 0421 062 961
Email: rolton1 @ bigpond.com

E Type Parts For Sale

E Type Fuel tank. Series one Roadster. Brand new Still
in box with all fittings and hoses. From Martin Robey's
\$690.69 plus freight. Will sell for \$700 AUD to be picked
up no freight.

E Type complete set of original shock absorbers second
hand. Were last used in 1995. \$10 each.

E Type Manual Gearbox parts for Series 1 4.2 Synchro
Gearbox plus used synchro rings. Done 20,000 miles
before dismantled and replaced. Price on inspection.

E Type 'The Complete Official Jaguar "E" ' Robert Bentley
Inc 872 Massachusetts Avenue Cambridge Mass 02139.
Excellent condition \$30

Contact: Ian Lind
Phone: 0438 629 598

All are available in Brisbane.

WANTED

E Type early "fat rim " steering wheel.

This was fitted until approx. the end of 1962 and has
the aluminium rim exposed on the inside edge with no
thumb groove on the top side.

Willing to pay up to \$500 for a wheel in excellent
undamaged condition.

Contact: Ian Wilkins on
Mob: 0408 838 155 or
Email: rrlw@bigpond.com

WANTED XJ6 Series 1

XJ6 series 1 (auto or manual) in excellent condition
(restored) body, interior and mechanically. Realistic
price paid for the right car. Will travel to inspect.

Contact: Phillip Taylor
Phone: 0413 388 798

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Robin Todd 4664 8509 randvtodd@bigpond.com



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Tony Nelson 3395 1302

Clive Arnold Ph: 0403 054 846.

EType



FType

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XJ6, XJ12, Series 1, 2, 3



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S-type



X-type



XF



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Membership Application Form

TAX INVOICE

Jaguar Drivers' Club of Queensland Inc. (IA 18106)



ABN: 31 195 910 938

PO. Box 3513, South Brisbane, Queensland, 4101

TitleSurname Title..... Surname

First Name First Name

Preferred Name Preferred Name

(Badge Name) (Badge Name)

Postal Address

.....

Home Tel: (0) Mobile

Work Tel:(0) E Mail:

Details of Jaguars Owned

<u>Model</u>	<u>Year</u>	<u>Engine size</u>	<u>VIN / Chassis No:</u>	<u>Colour</u>	<u>Rego No:</u>

For more Jaguar details, photo copy and use reverse side

Full Year Membership (1st July 2015 – 30th June 2016):

Option A, \$105+ \$40 Joining Fee = \$145 (includes GST) - Option A includes Qld Jaguar Driver

Option B, \$130 + \$40 Joining Fee = \$170 (includes GST) – Option B includes Qld Jaguar Driver + Jaguar Magazine

Half Year Joining Fees (1st December 2015 – 30th June 2016

Option A \$55 + \$40 Joining Fee = \$95 (includes GST)

Option B \$70 + \$40 Joining Fee = \$110 (includes GST)

Option Chosen: **please indicate your choice**

A	B	Total of Payment Made	\$	(inc GST)

<u>Office Use Only</u>	
Entered On Data Base	
Membership No:	
Welcome Letter	
Current Magazine	
Badges Ordered	
Badges Given /Sent	
Regional And Model Register Advised	

Signature **Date**.....

Membership covers a Member and all nominated Family Members.
Club Year Starts 1st July Annual fees are payable in advance and due 1st July.

Payment may be made by direct deposit or cheque

PLEASE PUT YOUR NAME AS REFERENCE.

JDCQ BSB: 484799 ACCOUNT NO: 02 456 7129

Membership Application Forms are also available on the website www.jagqld.org.au





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