

Queensland

# JAGUAR

Driver

July - August 2017



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# Queensland Jaguar Driver July/August 2017

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



### EDITORS MESSAGE

Hi Everyone, This is my first issue as Editor, I am both excited and nervous, but very pleased to be involved. I enrolled my husband Terry into the Darling Downs Register of the

JDCQ , as a birthday gift, two years ago, and it has proved to be the gift that keeps on giving, for us both. We really enjoy the events, coffee mornings, lunches and, of course, the cars. We like to help out where we can, organising events etc, Terry takes photos wherever we go, which will be useful to me in my role as editor. We have an X type, which is our everyday car, and we have Kitty, a 1976 XJ6 in the garage, which is awaiting completion of medical treatment to make her fit enough to leave the garage.

I have introduced a section in, the magazine, for the wives and girlfriends to have a say about anything they feel is connected to Jag matters, from their perspective, so ladies look out for Jag Wags Corner and please contribute and support us.

I very much look forward to getting to know everyone better through their contributions, stories and articles. Here's hoping all goes well for this and future issues, and I don't make too many bloopers,

Keep happy until next time, from your editor,  
June

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### Patron Ron Gaudion

Life member JDCQ,  
Founding member of Gold Coast Register,  
Jaguar mechanic on all three Le Mans winning D-Type teams



### Cover Picture

Tony Herald's Mark 2  
proudly displaying the JDCQ Flag  
Photo by Tony Herald

### Next Jaguar Driver Magazine.

Deadlines for  
Closing Date for Contributions 24th August 2017  
Classifieds Deadline 22nd August 2017

### Life Members

Margaret Rowse,	Roslyn Bendeich,	Ron Gaudion,	Graham Hein,	George & Loy Latimer,
Peter Lehrke,	John & Monica Tupico	Tony & Karen Herald,	Peter & Michelle Drew,	Colin Galley,
Len & Joan Henderson,	Kieran & Marianne Lillis,	Ray & Gwen Howlett,	Bryan & Helen White.	



# Queensland Jaguar Drivers Club

## Forthcoming Events

### July 2017 Calendar

Wednesday 12th	Classic Monocoque Register	Christmas in July
Sandy Creek Pub, Allan near Warwick. 11.30 for 12 noon.		Contact Robin Todd
Sunday 16th July	Gold Coast Register	Christmas in July
Contact Terry Cooper		
Monday 17th July	Wide Bay Burnett Register	Visit to Brooklyn House at Howard
Friday-Saturday 21st-22nd July	Brisbane and Sunshine Coast Register	Opera at Jimbour
The Merry Widow Opera at Jimbour Station, o'night at Dalby. Contacts Ian Lind, Margaret Day		

### August 2017 Calendar

Wednesday 2nd August	Gold Coast Register	Mid Week Lunch Run
Sunday 6th August	Sunshine Coast Register	Cooroy to Cooran
		Contact Nic and Jo-Anne Case
Wednesday 9th August	Classic Monocoque Register	Farmers Arms Hotel Cabarlah
		Contact Robin Todd
Sunday 13th August	Darling Downs Register	Annual Sports Event
Toowoomba Golf Club	Putt Putt and Golf Range Competition	Contact Ron & Kara Formella
Sunday 13th August	Gold Coast Register	Sunday Lunch Run
Tuesday 15th August	Gold Coast Register	Register Meeting and Dinner
Yeronga Services Club		Contact Ian Lind
Sunday 27th August	Brisbane Register	Peaks Crossing
Day in the Country Charity Event		Contact Joy & Barry Cooper
Sunday 27th August	Sunshine Coast Register	AGM Lake McDonald

### September 2017 Calendar

Wednesday 6th September	Gold Coast Register	Mid Week Lunch Run
Sunday 10th September	Sunshine Coast Register	Run to Deb & Jamie Cook's
		Skeleton Museum near Gympie
Wednesday 13th September	Classic Monocoque Register	Yangan Hotel Yangan
		Contact Robin Todd
Sunday 17th September	Brisbane Register	All British Day Tennyson
Sunday 17th September	Gold Coast Register	Annual Spring Fair
Sunday 24th September	Brisbane Register	Newstead St. Helena Island
Cruise and Tour Island, morning tea and lunch		Contact Ruth Bodey & Phil Sperryn

*Members are encouraged to attend any events in any of the registers.  
Please refer to the JDCQ website for details of calendar events*

# *Jaguar Life*

## *President Tony Herald*



Those who are observant will by now realise that we indeed have a new editor for the Queensland Jaguar Driver. Welcome aboard June Whitehouse, your willingness to contribute to the JDCQ in this vital capacity is greatly appreciated by all. The magazine is a crucial communication tool which allows us all to stay informed and in touch with many aspects of our club's activities, it is great to see it back on track again.

By the time you read this it will be early July, well into the club calendar year. In fact, only four months from the AGM (21<sup>st</sup> November) when we once again will be looking for keen volunteers to fill our JDCQ committee positions. Our attempts to do this at the 2016 AGM were far from successful causing considerable disruption to the management of the club. We cannot afford to have this happen again. The club cannot (legally and practically) run itself so if you enjoy what the club provides please consider volunteering for one of the positions. All positions are declared vacant each AGM and, while some committee members will be happy to continue in their roles, there will be a number of positions which will need to be filled with willing volunteers, including President. None of the positions are particularly onerous in terms of workload. Position descriptions are now on the JDCQ website, under resources, have a look and put your hand up at the end of the year. You will learn more about the club and enjoy your club involvement even more.

I mentioned in my last report that the committee is working on recruitment and retention matters to ensure the long-term viability of the JDCQ. This work continues, it is more complex than you might imagine once it is investigated thoroughly. Rather than any piecemeal approach we are trying to develop a strategy which consists of a package of measures which are aimed at addressing recruiting new members and effective retention of members both new and long term. More on this as it develops but it will be completed before the end of this term. If any member has any suggestions to assist us achieve these aims we would love to hear from you. Just drop me an email, give me a call or have a chat to me at a club event. Your contribution will be appreciated.

There will be plenty in this magazine about the coming events so I won't dwell on those, however the JDCQ Display Day will once again be held in conjunction with the All British Day at Tennyson on 17<sup>th</sup> September. This is always a great day and, weather permitting, one where our Jaguars of all ages and models really shine. Put it in your diary as a must do. There is no judging, just a relaxing day with your club friends and a great many well presented British cars.

That's enough from me for now. Check out the calendars and come along to an event soon. There is always something on in one of the registers and you are welcome at any of these. See you there.

# JDCQ Brisbane Register Shorncliffe visit

Friday 12th May - written by Phil Sperryn and photos by Ian Lind

A few months ago Jaguar friends Peter and Lorraine Finn, Phil & Ruth Sperryn met with Col and Di Graham at the Queensland Cruising Yacht Club, Shorncliffe for lunch - Col and Di being long time Yacht Club members. The QCYC is open for lunch on Fridays and then through the weekend. It has a pleasant patio terrace area overlooking a marina on Cabbage Tree Creek. After lunch we adjourned for afternoon tea aboard Col and Di's yacht. The plan was "launched" (in keeping with the nautical theme) to organise a lunch for the Jaguar Club members at the Yacht Club. That club initially suggested 25 guests would be a happy number but with a little persuasion we managed a role up of 33.



On Friday 12th May Jaguars of various vintage and one MG! parked inside the grounds of the club. Grey clouds passed close by but fortunately did not deliver. Champagne for the ladies was provided with the excuse, if one were needed, of approaching Mother's Day. Sandy Provis was presented with a floral gift box and card welcoming her back to club activities after a torrid time in hospital with a bad leg. I took along my latest gadget to show around - a small portable 12 volt/240 volt evaporative air-conditioned purchased to sit in the E Type for cooler summer motoring. Does it work? I have not tried it yet - stay tuned!!





Our visits to the Shorncliffe/Sandgate beach suburbs showed us some very interesting history from the early days, not least the Shorncliffe Pier. In 1865 a company was formed to build a pier for ferry connections to Brisbane however the State Govt was not interested and so hotel owner William Deegan built a pier opposite his hotel in 1879. This initial pier was soon too small for the traffic and the new pier was built in 1883/4 then it was extended to become one of the longest in Australia at 351.5 metres. By the time the last Brisbane ferry left in 1928 the pier contained an amusement parlour and an open air picture theatre. A reason to visit Shorncliffe and perhaps another lunch at the QCYC?

Phil Sperryn & Ruth Bodey



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# JDCQ Patron Ron Gaudion celebrating his



## Brisbane Register Jaguar Drivers Club of QLD

3 Day Drive and Walk  
Kingaroy and The Bunya  
Mountains.  
20th to 22nd October



This notice simply serves as prior notice (so that you may reserve the dates on your calendar) that there will be a 3 day drive staying 2 nights at the Burke and Wills Motel in Kingaroy planned for the 20th to 22nd October.

Full details will be published later closer to the time. There will be an all inclusive price which is yet to be calculated but will be approx \$360 pp and will include accommodation, breakfasts, lunches and dinner, a visit to the local Kingaroy Observatory, plus many other local attractions. We also plan a hike in the Bunya mountains but hopefully we can arrange an alternative of a horse and cart ride for those not wishing to walk.

Still early days and no need to commit as yet but if you need more information please phone or email Ruth & Phil 0418188090 or 0412187130  
Phil.ruthb@gmail.com



## Jaguar Drivers Club of Queensland- Brisbane Register

Enjoy a River and Day  
Cruise on board the  
"Lady Brisbane " to  
St Helena Penal Settlement  
Sunday 24th September

Come and explore Queensland's first penal settlement St Helena which is only 6km SE of the Brisbane river mouth. A tour guide will take you back in time with a gentle 2 km walk as we visit the 100 year old ruins of the Goal. The cruise includes lunch and morning and afternoon tea and costs \$65 .

7 hours in total and departs from Newstead House at 9am and returns at 4pm.

Although members of the Jag club will be on board we will not have sole use of the boat

**Step 1** book your spot through the website or phone.  
**Step 2** RSVP to Phil and Ruth

To book and pay go online to Brisbane Cruises <https://brisbanecruises.rezdy.com/122193/st-helena-island-sunday-tours-newstead-departure>

or phone (07) 3630 2666 or email Brisbane Cruises at [info@brisbanecruises.com.au](mailto:info@brisbanecruises.com.au)

Please RSVP just so we have some idea of numbers and who is coming.

Phil and Ruth 0418188090  
[Phil.ruthb@gmail.com](mailto:Phil.ruthb@gmail.com)



# MEMBERSHIP NEWS with Gary Clark

Hi Club Members

The club would like to welcome the following new members who have joined since the last issue of the Queensland Jaguar Driver.

Bernard & Rita Smith                      Brisbane  
Andrew & Ann Steele                      Gold Coast  
Gary & Jane Mikkelsen                      Gold Coast

Renewal forms have been sent out so you should have received yours. If you didn't, please email or call me.

The club year starts on 1st 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 and myself if we can finalise the membership renewals early in the club year and don't forget: If you run a vehicle on concessional registration and you are not a financial member of a car club, your car is unregistered!

Email addresses are important for club communications so if you received your renewal by post and have an email address, PLEASE send me an email so I can add your email address to our membership list.

That's all from me, Gary Clark Membership Officer



## SPORTING MEETING 2017

EVENT	LOCATION	DATE	TYPE
Historic Qld	Morgan Park	1/2 July	Circuit (HRCC)
SunshineCoastMotorSC	HWNS Doonan	2 July	Auto test
GEAR	Lakeside park	6 July	Circuit
Stanthorpe Rnd 3	Morgan Park	8/9 July	Circuit
B series sprints	Morgan Park	15/16 July	Supersprints
Noosa Hill- Winter Challenge	Noosa	22/23 July	Hill climb
Qld Khanacross	Proston Rally Track	5/6 August	Khanacross
SunshineCoastMotorSC	HWNS Doonan	6 August	Auto test
A series sprints	Morgan Park	12/13 Aug	Supersprints
Grafton Hill climb	Mtn View	13 Aug	Hill climb
GEAR	Lakeside Pk	17 Aug	Circuit
Leyburn Historic	Leyburn	19/20 August	Street Sprint (Historic)
Mt Cotton Test & Tune	Mt Cotton	27 Aug	Hill climb
Reid Park Sprints	Townsville	2/3 Sept	Sprint
Pittsworth Sprints	Pittsworth	1-3 Sept	Sprint "Industrial estate"
Historic Lakeside	Lakeside Pk	9/10 Sept	Circuit (HRCC)
Mt Cotton Hill climb Rnd 4	Mt Cotton	9/10 September	Hill climb
B series sprints	Morgan Park	9/10 September	Supersprints
GEAR	QR	13 Sept	Circuit
Stanthorpe Rnd 4	Carnell Raceway	16/17Sept	Circuit
Grafton Hill climb	Mtn View	24 September	Hill climb
GEAR	Lakeside park	10 Oct	Circuit
SunshineCoastMotorSC	HWNS Doonan	15 Oct	Auto test
Aust Hill climb Champ	Collingrove SA	26-29 Oct	Hill climb
Qld Khanacross	Proston Rally Track	4/5 November	Khanacross
GEAR	QR	9 Nov	Circuit
Noosa Hill Summer Challenge	Noosa	11/12 Nov	Hill climb NBCCC
SunshineCoastMotorSC	HWNS Doonan	26 Nov	Auto test
Mt Cotton Hill climb Rnd 6	Mt Cotton	2/3 Dec	Hill climb
GEAR	Lakeside Park	14 Dec	Circuit

*Please note dates can and do change, please check dates carefully closer to the event.*

# Angelhurst Classic Charity Car Day and Picnic

- written by Barry Cooper, photos by Tony Herald and Barry Cooper



Colin & John Concours Entries

Sunday 4<sup>th</sup> June was a typical early winter Brisbane day, perfect to take a Jaguar for a drive to a picturesque property at Tamborine and view other classic marques as well as enjoying the conviviality of their owners. Angelhurst is an interesting venue generously made available annually by the owner to raise funds for the charities Camp Quality, Brake and Gabriella's Mission-Everyday Hero. The event is for invited clubs only and this year there were examples of Mercedes, Porsche, Austin Healey, Bentley, Triumph and of course Jaguar. The concept is that each invited club can nominate two cars for entry into the Concours (judging is not at all onerous and bears no resemblance to that of National Rallies). The Brisbane Register has endeavoured to have different cars entered each year and this year saw Colin Lee's XKR-S and John Morgan's 3.8 Mark 2 as outstanding examples for the Register. Despite the excellent preparation of these



Colin Galley accepts his trophy for best 1950's Classic



The real hero, Terry Hirst receiving warm hug



Col Galley's two winners Best 60's Classic Jenson CV8 and Best 50's Classic XK 150S



JDCQ entry Col Lee's delightful XKR



Broadspeed Replica

two cars the competition was too stiff this year and no trophies were received. But that is not what the day is about. It's about inspecting the cars and enjoying the friendship of people with similar interests. The cars are not only those of other attendees but also those which reside in the vintage buildings at Angelhurst such as a replica of the Wizard Smith Essex land speed record setter. Two top-of-the-line new Jaguars were also on display, an F-Type SVR and an F-Pace to contrast with the replica Broadspeed XJ-C and replica TWR XJS. The catering by the local Rotary Club is excellent and great value so there is no need to go to the trouble of packing a picnic basket but you can do that if preferred. 29 JDCQ members attended, some we haven't seen for a while so it was good to catch up. An excellent day all round. Put the first Sunday in June on your calendar for next year.



Gabriella (Terry's Granddaughter) displays her locks, shorn for charity



# TREASURER'S REPORT

with Tony Curtis



The Club Magazine was started again in May with the usual expenses and the Jaguar Magazine produced an edition in the same time frame, but other than these items the financial have been fairly light. The expenditure under "General - Social" for this month are in relation to the Flowers sent to the Family on the death of Life Member Perry Murray. I look forward to the influx of Membership Fees, which will start in June and keep me busy for a few weeks.

# Down Memory Lane



## PRESS RELEASE

### ENGINE FRAME ASSEMBLY

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# PEAK CROSSING

A Day in the Country - Sunday 27th August 2017

The E + F Type Register of the Jaguar Drivers Club of Queensland, along with The Rotary Club of Fassifern Valley, invites Jaguar Drivers Club members to join us at a Charity Day on Sunday 27th August 2017 at Peak Crossing from 10am onwards.

Neil and Jenny Summerson have again invited us to use their property for this event with funds raised going to The Rotary Club of Fassifern Valley.

Rotary Club will be serving refreshments including morning tea (the lamingtons are legendary) and lunch at nominal cost. Your support of their efforts is greatly appreciated.

A mobile coffee van will also attend.

This is a unique opportunity for selected motoring clubs to mix with other like minded car enthusiasts, without general public participation, to admire and peruse a diverse range of cars whilst supporting a great charity.



## Raffles, Music, Good Food and Great Cars!

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

Please RSVP before Monday 31st July 2017 to:

Tony Nelson  
Email: [eandftyperegister@gmail.com](mailto:eandftyperegister@gmail.com)

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

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

Entry is restricted to 200 cars on a first come basis.

An early reply ensures you don't miss out on this great event.

We look forward to your acceptance as soon as possible.

Please help us to keep this event exclusive by not disclosing the address.

# McLeans Bridge Car Display, Belmont

Sunday 28th May 2017 - written by Tony Nelson, photos by Terry Whitehouse



This is the second year the Triumph Club have arranged this event at this address. Living at Carindale it suits me, as it is the closest event I am involved in.

When we are not travelling, I am quite happy to organise this event, but if any members wish also to assist, it is always good to have other members trained up. Let me know.

My relationship with the Triumph Club is good and we share information about this event.

What I can never forecast are the number of our members and other Jaguar owners who just turn up on the day.

With this in mind, I always leave spare display positions to cater for cars I did not know were going to attend. It has stood me in good stead and this year we just about filled all our display positions.

It is always wise with this event to register and prepay your entry cost. I arrived at 7am to set up the display positions. I was told during the peak entry times the queue for people who just turned up on the day was quite long, whereas those who had prepaid drove quickly through the entry point.

Unless you visited this display and venue, you must visualise it is a rifle range and my photos taken from one of the raised hills shows how this event is placed in the two valleys of three raised hills.

This is an event worth visiting either as a spectator or to display your favourite vehicle.

I wish to thank Tony Herald who arrived bright and early to assist and the members who on arrival also assisted us in getting the cars displayed, so the general public also had an education on Jaguar models through the years. We had the majority of the cars in display position by 9am.

Tony Herald also provided Jaguar display flags and not only is it always great to have Rod and Sue Greasley display their latest restoration, but they also supply towering Jaguar flags.

Being an E and F Type Register Event, it was pleasing that of the 51 Jaguars attending, 16 E Types and 1 F Type were displayed on the day.



As always happens when so many cars are involved, near to and on the morning of the day, I am advised by members they are unable to attend for various reasons. I thank them for their good manners as I also thank the members who replied to the initial invitation saying they were unable to attend. I always eliminate these members from follow up emails, as they have already advised they are not available on that day.

Once I am advised of the date for this event next year I will share so we can all pencil in the date.

My next major event will be Sunday 27<sup>th</sup> August, when, with the generosity and hard work of Neil and Jenny Summerson, the E and F type Register will again hold, with the assistance of the Fassifern Valley Rotary Club, our multi marque charity car event where all proceeds go to this charity.

We have just over 200 display spaces available and as we would always like Jaguar to be the major marque at this event, I encourage you to follow the lead of other members who do not wish to miss out on the day and RSVP the car you will attend in and names of people attending with you. The entry cost is again \$15 a car. We would also like to thank the Brisbane Register of the JDCQ for again covering the costs for the essential portable splashdowns for the day. We are fortunate others who also enjoy this day give far more at the gate than the noted admission price, with the knowledge their donation certainly goes in full to the charity. This is why you will see me walking the paddock counting the cars, as the gate taking does not equal the number of cars attending.

The event is advertised in the Club magazine, website and members who have shared their email address with the club will have received an email invitation in early June.

We thank you for not disclosing the address of this event so it remains a private affair and not attended by the general public.

Rotary also provided much of the catering so coffee's and lunch requirements were well catered for all day.

After lunch the cars started to head home so by about 2pm the display was looking pretty sparse.

Overall it was a very good day. Perfect weather, well organised and as mentioned a real mix of everyday, exotic and classic cars with some odd ones eg. the Batmobile, thrown in.

A very good way to spend a lovely autumn day with your Jaguar friends. Perhaps you need to put it into your calendar for next year.

Tony Herald



## **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

# Sunshine Coast run to Toogoolawah

*written by Ian McKinney*

It was a typical winters morning - bright, crisp with no sign of rain, the perfect conditions for our British manufactured cars to drive through the beautiful south east Queensland country side.

The meeting point was the Museum at Landsborough, before heading off towards Kilcoy via the scenic Bald Knob Mountain Road for our morning tea stop at Yowie Park. A total of 36 members greeted each other and introduced ourselves to the 4 Morgan owners who joined us on our run.

Before heading off our leader Colin Pickering gave out the questions for the observation run.

Leaving Kilcoy, our convoy made its way around Somerset Dam, which at that time of day looked amazing with the sun bouncing off the waters, not easy for the drivers but the passengers were kept busy looking for the clues for the observation.

It was soon time to head west for Toogoolawah, travelling along Mt Beepo Rd, which has a straight stretch of over 10 klms, very tempting time to extend the legs of our cars if you were game - still 100mph max.

We arrived and parked in the grounds of the local history museum and railway station where we were met by 3 local lady members, full of humor and local knowledge. We learnt that the first passenger train ran in 1904. In 1906 you had your choice of three ways pf reaching the tiny village of Toogoolawah: carry your swag, ride a horse or catch one of the three trains per week that ran from Ipswich. By the 1920's Toogoolawah was a busy centre with 3000 citizens and in 1929 Nestle's closed the factory and many families left the district and in 1972 more farms were resumes for the Wivenhoe Dam, but is still an important primary industry area.

It was a very relaxed atmosphere for lunch at the Hotel under heaters, as we were feed and watered, ran raffles draws including Susan's



needlework, before we headed out to the Ramblers parachute club to see 14 of their members board the plane and climb to 14,000 feet (-11deg's) before gliding down to earth for perfect landings and still smiling.

Everybody then said their goodbyes as we all headed for our homes. It was a great day, and big thanks to Colin and Lyn for the organisation.



 <p><b>JAGUAR DRIVERS CLUB OF QUEENSLAND</b> Sunshine Coast Register.</p>	<p><b>COOROY TO COORAN</b> 6<sup>th</sup> AUGUST 2017</p> <p>Nic &amp; Jo-Anne Case invite you to come and share some new experiences and destinations in their backyard.</p> <p>Meet at Apex Park, Cooroy (behind IGA) at 9am for a 9.20am departure. Then it is on to:</p>
	<p> Morning Tea Dingo Creek Vineyard 265 Tandur Traveston Rd, Traveston</p>
	<p> Scenic Drive, along the edge of Woondum National Park to James McKane Memorial Lookout for an "OMG -I didn't know this existed" view.</p>
	<p> Lunch at Cloney's Restaurant – 12.30pm 16 King St, Cooran</p> <p>Fully licensed Order from menu and specials boards Limited seating, so RSVP early</p>
<p>RSVP required for numbers at the restaurant (limited seating) before July 23 2017 to Nic and Jo-Anne <a href="mailto:pets@gcpetresort.com.au">pets@gcpetresort.com.au</a> (0403173025) or Lindsay Price <a href="mailto:linsu@outlook.com">linsu@outlook.com</a></p>	

## SUNSHINE COAST CHAIRMAN'S REPORT with Lindsay Price

### RUN TO IMBIL – Lindsay Price

On 18 June the Sunshine Coast Register of the JDCQ completed an organized run to Imbil from Landsborough. Like all well executed events the planning had started some months ago. It was planned for Carmel Fulton (Promotions Manager Pacific Jaguar Maroochydore) and Carmel's mother to come with Susan and I in our 1934 Daimler. Unfortunately about a week before the outing the Daimler water pump began leaking and defied all of my attempts to repair it. Only one thing to do, build another. Pump built, good to go and then another problem. This time Carmel was unable to find a baby sitter for her daughter Charlotte. Could she come in a new F Pace instead, with a child's seat. Wow what a bonus, and we can take it for a test drive if we wish. Great, how



good is that. All we need now is for the weather to clear up.

Sunday dawned a beautiful clear winter's morning after the past days of rain and we arrived at the starting point in Landsborough opposite the Museum at 8.30 am. By 9.00 we were ready to depart for our first stop at the Mary Cairncross Scenic Reserve. Because of the long climb up the mountain and unsure about the newly built water pump I had departed a couple of minutes early. The car ran faultlessly with a minimum speed of 44 mph on a 14 % grade in top gear. Not bad for a 1934 car which weighs 2.7 tons.



For those who have not been to Mary Cairncross Park recently it is certainly worth a look. There is a newly completed nature centre complete with displays and an elevated boardwalk. The centre is magnificent and every person I spoke to were very impressed. The red cedar front doors are a work of art. There is a restaurant planned to open in the near future and I can see us holding events at this beautiful location. At 11.00 am we departed for Imbil. The drive was through beautiful lush country all fresh after the recent rain. With a scattering of cloud and clear conditions it was a picture postcard day.



I stopped at one point to check the pump (no problems) and to take a picture for the magazine. The traffic was light and everything was going well, I could not help thinking this is what club runs are all about.

We arrived at Imbil at 12.10 pm for lunch at the Railway Hotel. This was a chance to catch up with members I had not spoken to at Mary Cairncross. Several members from the northern part of the register joined us at Imbil for lunch. We ended up with 30 adults and 3 children. The staff at the hotel did a great job and everybody was happy.

Over lunch I had a chance to harden up some arrangements for a not to be missed visit to Jamie and Deb's workshop at Gympie on Sunday 10<sup>th</sup> September. More detail coming later.

The photo here is of young Charlotte having a go at driving the Daimler. What a cutie and I think she won the hearts of everyone.



Here is a photograph of the Daimler engine showing the new temporary water pump. I am currently making a replacement from aluminium like the original. Other parts I have made for this engine are the oil pump, exhaust manifolds, oil filter mount and cylinder head. The engine is a 4.6 litre straight 8



Until Next time safe travels  
Lindsay Price  
Chairman JDCQ Sunshine Coast Register

# JAG WAGS CORNER

Welcome to our first Jag Wags Corner, this is a space where the wives and girlfriends can share some funny stories, perhaps, of their Jag owning experiences, share shopper knowledge of where to find the Jaguar print clothes and accessories, (because I can never find them) if you have tasty dishes that you take for byo morning teas and picnic lunches, we would love to hear about those. Please join in and make this a page for us girls to have our say. I will start the ball rolling by sharing mine and Terry's (him in the shed) introduction to owning our first Jag. Some years ago I ordered a wedding cake to be made, by a lady in Toowoomba, for our son's upcoming wedding, a deposit had to be paid, so, 'him in the shed' was dispatched to pay it. This simple task took him hours, because the lady's husband had a 1976 xj6 Jaguar for sale and, of course, questions needed to be asked, under bonnet, under car, into boot, all had to be thoroughly examined, motoring stories had to be shared, you will all be aware of the long process required in these matters. It was two weeks until the wedding cake was ready to pick up, it seemed much longer, as I was slowly worn down to accepting that we no longer just wanted this Jaguar, we desperately needed it. Needless to say, two days after picking up the cake, we returned and brought the Jaguar home on a car trailer, she is called Kitty, and is still a much loved 'work in progress'. Since joining the JDCQ two years ago, I am now just as determined as "him in the shed" that she will one day get out on a Jag run.



Kitty

## Jag Wags Men

When your menfolk spend much time in their sheds,  
Talking, cursing, and scratching their heads,  
Does this go here, does this go there,  
Hoses, wires, nuts and bolts everywhere,  
Fuel tanks, carburetors and worn tyre tread,  
When you find spare car parts stored under your bed,  
When old undies and shirts become an oily rag,  
Without a doubt, you're the wife of a man with a Jag.

Be happy with yourself, kind to others and  
always travel safe, see you next time  
June

# A special Christmas Raffle Prize

written & photos by Graham Hein

What a surprise it was to win First Prize in the raffle at the Brisbane Register Xmas Lunch on November 26 last. And that prize was a weekend with a Jaguar of your choice from Austral Jaguar! Austral had brought a sleek F-Type and a gorgeous black XJ to the lunch. One of our members brought his beautiful F-Pace too.

So, what to choose. What a delicious dilemma! Five models across the broad range of Jaguar cars. Over the decades I've owned four XJ's, an XJS and, of course my old favourite 420. This old girl now sits alongside the XK8 which is my daily drive. So with all these previous Jag experiences I decided to go with the luxury option.

Bron and I had already booked a short break away for our anniversary in early January, so I approached Austral for the XJ supercharged V6 to add to this special occasion. The staff at Austral were more than happy to oblige.

With such a spacious luxury vehicle at our disposal, we decided to invite special Jaguar friends to share our prize. Monica and John Tupicoff didn't mind celebrating our anniversary with us. Needless to say the car may well have been the highlight of the event. With two avid and loyal ex-Presidents and three proud Life Members, a vehicle report would have to be a natural.

The car

Although the XJ is a large car, by the time we drove over Storey Bridge I felt right at home behind the wheel. The biggest challenge I faced was keeping to the speed limit - thank goodness for cruise control!

What a joy to drive. Everything the XJ does is sooo smooth. I've driven a number of vehicles with the stop/start function and they fade into insignificance compared with this car. The difference is that the XJ restarts as the brake is released and there is no experience of the roughness of other cars which restart when the accelerator is depressed.

The dash layout is appealing and driver friendly with digital and analogue speedometer readout. Aircon cockpit-like vents added to the sophistication of the layout. Steering wheel controls were easy to use and accessible.

The bonus for the rear passengers who reclined in luxury was the dual tinted sun roofs which added to the feeling of spaciousness in the car. The boot easily accommodated our luggage and golf clubs - (yes, Bron and I managed to leave the car long enough to play golf).

The XJ suspension is tight but compliant and feels like a luxury vehicle.

Finally, engine performance - This V6 supercharged engine is very responsive. Just breathe on the accelerator and it purrs instantly. On our trip it returned 8.77 litres/100 kms which is very impressive for a vehicle of this size.

In summary, this is definitely an anniversary we'll remember with great fondness. Good company, good food (and a little wine!) and a great drive.



This was my choice!!

This magnificent XJ lives up to Jaguar's iconic mantra of Grace, Space and Pace. Its got it all in Spades (because it was black!) Oh, What a feeling!!!!

At first approach, at pickup and return everyone at Austral Jaguar could not have been more helpful and pleased for us to enjoy their beautiful car. Thank You Austral Jaguar for your generosity and not selling the XK8 which they carefully garaged during our time away.

Happy Jaguaring

Graham Hein



The hard part - handing it back to Austral Jaguar's wonderful people

# Golden Era Auto Racing (GEAR) June 2017

*written and photos by Perry Rolton*

The GEAR day for June was held at Queensland Raceway, Willowbank and was well attended by the classic and interesting cars that take to the track. It is so much better to see these classic cars running, to hear and see them in motion as intended.

The most prolific marque at GEAR day was Jaguar with a replica D-type, one E-type, the three XJ6 Sprinters of Alan Hannah, Lenny Henderson and Richard Andrews, the red XJS of Perry and then the wonderful replica XJ13 of Bob McKay

Where else could you stand on the side of a track and see such Jaguar icons as a D-type and XJ13 driving without restriction. The sound of tuned Jaguar engines, the dynamics of these cars in motion, a spectacle to be treasured.

As usual, the day was not without it's trials and tribulations. Lenny Henderson missed a gear change in his XJ6 Sprinter, over-revved and destroyed the distributor drive. Trailer time for him. Richard Andrews XJ6 Sprinter looked very smart with a new black paint job but the smoke coming out the back was about the same colour so it was trailer time for him too. Then it was Perry's red XJS which was firing on all 12 cylinders and sounding very sweet, until the new clutch decided to slip, as in completely let go and it was trailer time once again.

These are all things that happen with classic cars and in motorsport, so everyone enjoyed a good chat and socialise whilst watching those running on the race track.





## Jaguar Driver's Club Queensland Annual Display Day 2017

**RACQ Automotive Services**

# All British Day

**Sunday 17<sup>th</sup> September 2017**

**8:30am - 2:00pm**

Gates open at 7:00am

St .Joseph's College Sports Ground,  
Vivian Street, Tennyson, Brisbane

**Featuring Classic British Cars,  
Motorcycles and Commercial Vehicles**

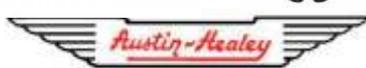


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# JDCQ Darling Downs Register Poker Run

Sunday 11th June

written by June Whitehouse Photos by Terry Whitehouse



On 11<sup>th</sup> June the Darling Downs Register met at the Blue Mountain Hotel, Toowoomba, for their annual Poker Run, this year organised by Bruce and Jeanine Dascombe. The day started out very bleak, foggy and wet, but it did not deter us from having a great day. Eight Jaguars plus one Ford Mustang gathered in the pub car park for the usual meet and greet, under many umbrellas of different sizes and colours. Alan had a bit of a whinge about the rain on his newly polished car, so we all teased him and stood with our umbrellas over his car to protect it, he took it all in good fun. After each of us had selected our first card, we set off along the New England Highway, turning at Hampton and taking the Esk road to the Sketches Cafe for morning tea. Due to the weather, the view was non-existent, but created a cosy eerie feeling, as we sat looking out from our warm position inside. Having drawn our next card we left Sketches and took a casual scenic country drive, stopping here and there to draw more cards. Fortunately, as time moved on the weather improved and we actually





saw some sunshine. We arrived at our destination, which was The Pioneer Arms, in Goombungee, just in time for lunch. A good lunch was followed by our AGM and all our committee members were voted back in to hold their positions. Another terrific raffle was organised by Kay, with some great prizes being won, unfortunately, not by yours truly. The poker game results were 1<sup>st</sup> prize \$40 won by Ian Henderson, 2<sup>nd</sup> prize \$25 won by Jeanine Dascombe and 3<sup>rd</sup> prize \$15 won by Perry Rolton. A great day was had by all, and a big thank you to Bruce and Jeanine for a job well done.





# Alan and Marie's Morning Coffee Runs

written & photos by June Whitehouse



Alan and Marie have been organising the monthly coffee runs, for the Darling Downs Register, for a number of years. They come up with some very interesting and relaxing places for us to visit.

The coffee run for May was to Fire and Ice in Toowoomba, about sixteen of us met up at 10am in time for morning tea. The time passed quickly as we chatted away, the menfolk about cars and the ladies about anything and everything. Lunch was ordered at midday and around 2.30, after a very relaxing time, we said our goodbyes and went home.

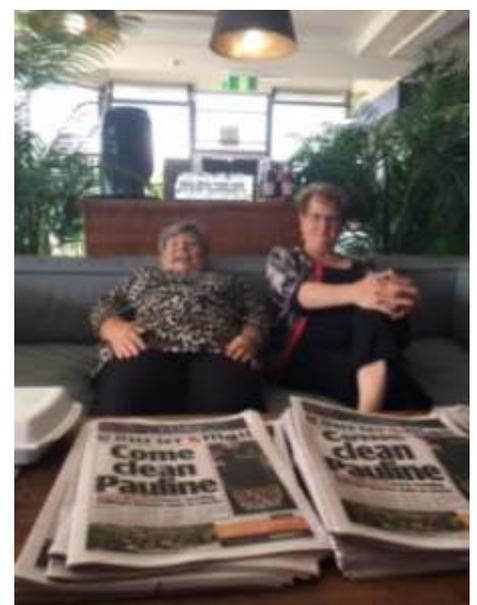
The June coffee run was held at the Westbrook Pub, about a dozen of us turned up and again following our usual format had a really lovely time. Morning tea was a little different, with a tea and coffee station set up for us to help ourselves to tea and coffee, whenever we wished, two platters of cakes and a platter of scones with jam and cream were provided for us to share over the morning. The lovely lady serving us issued us with takeaway cartons, to take home the cakes we couldn't manage to eat. We ordered lunch about 12.30, most of us had the Pie, Mash and mushy peas special, which turned out to be absolutely delicious. At around 2.30 we all made our way home after yet another very enjoyable day. Alan and Marie's coffee runs are usually on the 3<sup>rd</sup> Tuesday of the month, if you have never joined in on one before it's well worth a try, for an enjoyable morning out.

The next coffee run is **25th July, and will be at the Staging Post, Cultural Centre, Gatton at 10am**

August coffee run will be **29th August at Toowoomba Golf Club, South Street**

September coffee run will be **26th September at, The Barn, Flagstone Creek**

Alan's phone number is 0432088167, for you to ring to let him know you will attend, so he can book numbers.





## JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg, Maryborough and Hervey Bay

12<sup>th</sup> June 2017

G, day to you all.

Our last outing was at the park in Howard on the 21<sup>st</sup> of May for our meeting. We then travelled to Burrum Heads. This was a largely uneventful drive with the exception of a large hairy fellow who chose the wrong moment to hop cross the road. A number of us had to come to a rapid halt to avoid this magnificent marsupial. We then had a pleasant lunch in the bowling club at Burrum Heads (no roo meat).

Not a great deal to report this month.

Great to see Bundy Bob otherwise known as Robert McLean back with us for a visit. Changes in his forthcoming agenda means we may see a little more of him in the future.

The Mary Poppins festival is coming up on the 1<sup>st</sup> of July, Arthur is going to try and get a display area for the cars, more on that later.

Ricky and Jerry are back in town after the Vanuatu misadventures and a shed day is planned for the 16<sup>th</sup> July.

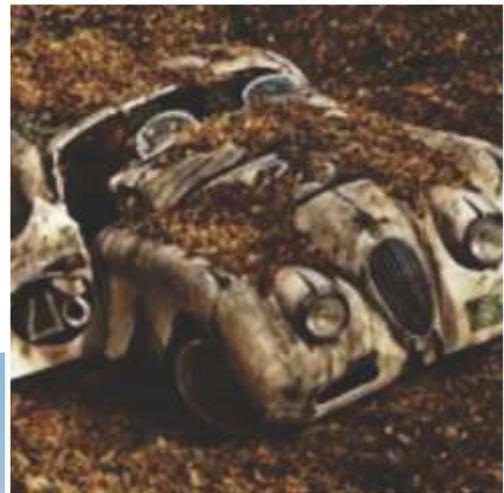
The tractor display has had to be postponed on 17<sup>th</sup> of July. In its place, we are planning a visit to Brooklyn House at Howard.

I will attempt to let you know the details of these outings as they come to hand.

Arthur is looking into the long weekend anniversary dinner in Rockhampton with Capricornia. Details to follow at a later date. Once accommodation is decided upon we will need to book early so we can be together. I would like to see us run in convoy and possibly meet up at Gin Gin again, as details come to hand I will advise.

Hope there is more to report on next month.

Regards Bill



# The World's Fastest E-Type Jaguar

## The Quest for the Record

**GB10:** The World's Fastest E-Type Jaguar by Phil Shephard, published in Australia - October 2016 by Motoring Past Vintage Publishing.

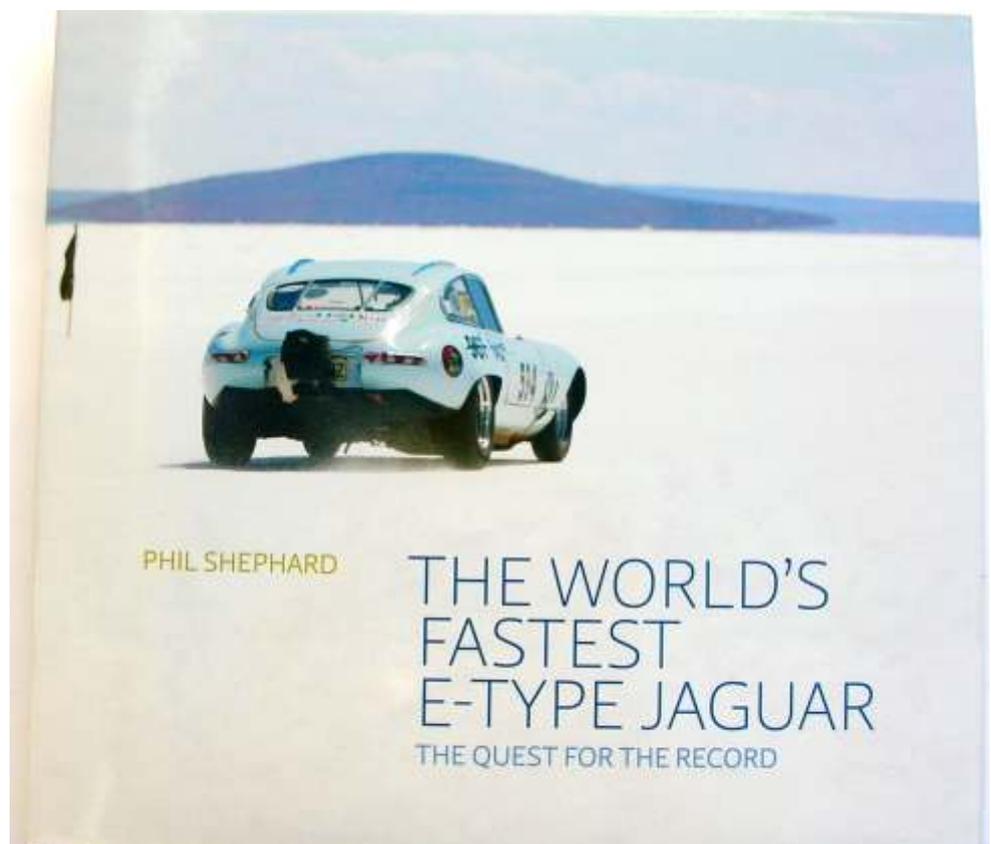
This is the story of Team Shephard and their quest for speed on the dry salt of Lake Gairdner in South Australia. Their desire to push man and machine to the limit.

Their journey began in 2005 when Allen Shephard and Boyd Kolozs saw the Dry Lakes Racing Association's annual Speedweek in action. This planted the seed and Allen decided his 1962 E-Type was perfect for the job.

The idea was simple - see how fast the E-Type could go. Over the next decade they tested themselves and the E-Type in the harsh environment of the Australian outback.

The book tells the story of the pursuit of speed, how they developed the car to go faster and the records they set and broke along the way. It is the story of salt lake racing on the edge.

If you would like to reserve this book give your Librarian Ray Hodges a call on 3820 7681 or email: [library@jagqld.org.au](mailto: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.



Things have been moving along in the McMonagle Jaguar camp. I have bought another Jaguar but have also sold two Jaguars. There is some degree of culling the herd but we still have four Jaguars.

I acquired an XJ6 300 which had been sitting under an apartment complex in a residential secure car park for some time. It was a “distressed” vehicle (refer to my article in the May/June 17 magazine) with a few problems including a flat tyre, a flat battery, a totally shredded spare wheel and was covered with a layer of dirt and dust which totally covered the car to the point that visibility out of the windscreen was nil. It was also covered with messages marked into the dust such as “wash me” and “how could U neglect me”. The car had been advertised on the JDCQ web site. The owner suggested that it had been sitting there for a couple of months but I reckon it was closer to 12 months and the registration was due within one month. The owner already had purchased another vehicle of a more common type

After phone discussions with the owner I took along a spare battery (robbed out of my XJ40 for the occasion) a 12 volt tyre pump, hydraulic floor jack and a comprehensive tool kit and an array of lubricants to assess the possibility of a revival. Probably the biggest hurdle we had was trying to get access into the secure car park as the owner's card would not work and we had to get the apartments security people to open up the gates to let us in.

Eventually I got the vehicle going and we took it to a “wash basin” where some vigorous washing and cleaning of windows took place and also revealed some paint problems and a few other areas which needed rectification. I offered a lower price than the figure advertised which was accepted.

After organising Honor to accompany me on the pickup/delivery of the car we came to the first set of lights with me in the X300 and her trailing in the “little red car” (Mitsubishi Colt). As they turned green I stepped on the accelerator which resulted in a tyre squealing take-off across the intersection. It wasn't deliberate however the 4 litre X300 engine is actually quite powerful and my explanations to Honor were rejected as she reckoned I was “hooning”

The X300 has taken a bit of “sorting” but is currently being driven and has already racked up 1500 Ks since it was acquired. The weird thing is just how economical it is and I have seen 30 miles per gallon on club runs to Warwick and I am sitting hard against speed limits. I am advised that it is the second fastest non turbo charged production Jaguar ever made at the time with a top speed of 142 MPH which is a tad slower than the E type

### **Culling the Jaguar fleet**

At the same time I decided that I had too many cars and let it be known among friends that I was open to offers for my sable (brown) XJ6 short wheel base Series 2 and my late model XJ40. The result was almost overwhelming as both cars were gone within a week. The S2 went to a friend who is not a JDCQ member and the XJ40 was bought by a JDCQ club member. In fact two people contacted me within half an hour the first buying the XJ40 at my suggested price and the second wanting me to renege on the deal and I was offered a higher price. It was really a very nice car and I was sorry to see it go but how many cars can you keep and pay registration fees?

While trying to get a safety certificate for the XJ40 it was found that the rear shock absorber rubbers looked “shot” i.e. unserviceable and needed to be replaced. We put it on a friend's car hoist and with the use of a gearbox hydraulic hoist Jacked up the axle and took the tension off the shock absorber to allow us to pull apart the bottom end. To our surprise there were no rubbers in the system and what looked like rubbers were only dust covers for a “rose” joint. The joint was in good condition and after a re-grease was reinstalled

with tie rod rubbers being used as dust joint covers to replace the originals. The second inspection went OK without a hitch.

### **X300 seats**

Meanwhile I was reviving the X300 which had a few issues and one major one was the state of the driver's seat. To be honest it was a terrible mess with worn and split upholstery on the base of the driver's seat which turned out to be very common in these "sport" models which used perforated leather in the seat base. While sniffing around for a solution I dropped in on Aaron Goldman in Geebung who said he could possibly help me as he had an X300 driver's seat in storage however it was grey which did not match the interior colour of my seats which are "oatmeal". In addition it displayed some corrosion on the internals however the leather was in excellent condition.

That is when the fun started as I attempted to remove the leather from the seat base. By the way an X300 seat is extremely heavy and difficult to move around. After some frustrated time wasted in my first attempts to get the seat covers off I did some serious investigation and finally worked out how it had been manufactured. The leather seat cover, underlying foam and an underlying framework are assembled as a "unit". There are four "through wire" joints attaching the wire reinforced seat covers to the underlying frame. This whole system is then dropped onto the underlying main seat frame where it is engaged by a system of hooks at the front and spring retainers at the rear.

Having separated the "unit" from the seat it was time to set about recolouring the external leather to match my interior. A highly recommended organisation based in NSW refused to accept my order for "oatmeal" coloured dye and required that I send a "sample" to them for colour matching. I told them by phone that I couldn't provide a sample and that Jaguar and Rolls Royce used the same colour charts and I wasn't fussy as I was not going for concours. No says they, must have a sample.



Checking around on the internet I found a local source of leather refinishing products called LOUNGE GUARD and they are at unit 1, 20 Finsbury St. Newmarket. It appears that their main business is via the internet and dealing with lounge suites but they do address motor vehicle leather and a number of allied fields. However you do need to contact them by internet to ascertain when the business will be open.

Having organised a time and date I went there with a back cover panel off the seat and said that I thought to colour to be their "biscotte" however checking their actual colour swatches showed that that was way off and the actual closest colour was their "oyster". I elected to take their 500 ml colour and their "Leather Prep" and the whole bill was \$90. In addition they provided a couple of small bottles of tinters which they said should help make the perfect match

I was going to spray the colour but it was very cold so I elected to brush the finish using the suggested foam brushes and an artist's brush for the sharp corners and piping. To be honest I could not be happier with the results. It took three coats to cover the old colour and I gave it an additional coat for luck and future wear. In the end I did not go for the "perfect" match by using the tinters but you still have to look carefully to see the difference.

Eventually after much trial and a few errors I got the whole seat back together and only ended up with only three band aids on my hands.

### Painting

This car has also led me into my first foray into two pack painting. The right hand passenger door was very distressed on the topside and I elected to have a go at repairing it with paint I obtained from DIY paints in Lawnton. The colour match of Metallic Turquoise was near perfect. I still need to do the two left hand door uppers and the left hand rear view mirror cover in the future.

### Exhaust manifold glazing

Another interesting point is for restorers of early Jags in regards the problem of reproducing the glazed black colour on the exhaust manifolds on 2.4, 3.4 and 3.8 cars. There is an organisation called Thermal Edge, at 4 Umley St., Brendale who are doing this sort of refinishing. I have seen some of their work done on aircraft exhaust systems and have been suitably impressed

Until next issue

Safe Jaguaring



## PRESS RELEASE

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### E-TYPE V12 PARTS CATALOGUE

E-TYPE V12

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PLEASE GIVE SURNAME & 'XMAS' AS REFERENCE  
PAYMENT REQUIRED AT LATEST BY JUNE MEETING*



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Morning Tea in the Numinbah Valley



Wednesday Run to Boudkoort RSL via the Numinbah Valley



# Inside the world's largest classic car restorer

*Part One*

Hundreds of classic cars await revival at BMT. These Jaguars were among 37 that founder Jim Byrnes rescued from a scrapyard in Texas CREDIT: MALCOLM MCKAY



14 OCTOBER 2016 1:37PM

Where in the world can you find more than 200 people working in one classic car restoration complex – with vast hangar-like halls for bodywork, for Jaguar, for Rolls-Royce and Mercedes, for future projects and more?

Surprisingly, the answer is not the United States, UK, Australia or anywhere in Europe – it's the Philippines, on the former US airbase that is now Clark Freeport Zone.

The idea of Australian businessman Jim Byrnes, the Byrnes Motor Trust Restoration facility was established six years ago.

Choosing a location where workers are skilled and dedicated, but labour rates are a fraction of those in the world's main centres of classic car enthusiasm, meant that Byrnes could get his burgeoning collection restored well but cheaply, commissioning restorations in batches for economies of scale.

Byrnes's classic car credentials are clear. "My first job was in the car industry in 1976. I've had the smell of oil and rags in my blood for 40 years," he says "Car collectors are addicts – the sound, the feeling, the wind in your hair – I like cars that were engineering feats. I love things made with blood, sweat and tears. Jaguar E-types, early Porsches, Rolls-Royce, it's important to preserve them.

"I've been a collector for 40 years, but six years ago I sold a company for \$100 million and started investing seriously. If I buy the right cars, they're a currency hedge; if the currency is down in one country, I'll buy there. If it's strong in another, I'll sell there."

Byrnes explains that seven to 10 years ago it was not economically viable to restore most E-types, due to the cost of the parts and the small matter of 3,000 hours of work.

With labour rates of

up to £100 per hour in the UK and most of Europe, and not much less in the US, five years ago a car bought for £25,000 would cost about £225,000 to restore, he says – but it would only sell for £125,000.

"Clark is a tax-free zone, so I can import cars, restore and export them without paying taxes – I only pay tax on profit made restoring them. The economy and tax advantages in the Philippines allow me to turn commercially unviable projects into very profitable ones."



Many of the Filipino workers are self-taught but they are fully trained to produce world class restorations CREDIT: MALCOLM MCKAY

Byrnes explains that the business started with 35 project cars, but grew to 400 within two years, as space permitted. To keep up with the work rate he headhunted from “companies that produced top-quality restorations”.

Among those to join BMT were panelbeaters, painters and a lot of trainees. “The first two years were R&D, completely unproductive,” he says. “We finished a few cars, but nothing special.”

We'll put cars back on the road that otherwise would've been lost forever Jim Byrnes

Byrnes wanted to stay under the radar until BMT could produce world-class cars, and so did no work for outside clients for four years, instead focusing on its own stock. Only now is it ready to start taking on work, according to Byrnes – “Not for just anyone, but for major collectors whose judgment we can trust.”

Of those clients, one has recently bought the second-ever right-hand-drive Jaguar XK120, and E-type no 16 (also right-hand drive) is on the books, too. By the end of this year, 50 per cent of BMT's work will be for external clients.

He explains that BMT has pressing facilities in Poland that makes a lot of new panels. The company has also reproduced the original Dunlop brake calipers for C-type, XKSS and D-type Jaguars.

On his travels he has been sourcing the original, sand-cast Weber carburetors for the C-types being restored. On one trip he bought 37 Jaguars languishing in a scrapyard in Texas, of which BMT managed to reassemble five.

“We'll also build 10 alloy XK120s. We'll put cars back on the road that otherwise would've been lost forever,” says Byrnes.

The expanding Chinese market is an important one to BMT. “Predominantly cars have to be easy to drive – early 911s to 993s, 356, 190SL, E-type, Aston, Bentley Continental,” believes Byrnes.



Classic Mercedes-Benzes during the transition from wrecks to showcars CREDIT: MALCOLM MCKAY

Cars older than that, such as Rolls-Royce Ghosts and 4.5-litre Bentleys, tend to be used as exhibition pieces. Byrnes shows me around the woodworking shop nearby.

Next door is an Aladdin's cave of cars to restore, with a row of Rolls and Bentleys, another of E-types and XKs, another of MGAs, MGBs and Sunbeam Tigers.

“Every cheap MGB I see, I buy it,” he says. “I've got eight twin-cam MGAs.” There are also 40 Ford Mustangs from 1969-70, and 30 Mustang convertibles from 1964-65, which BMT will fit with modern mechanicals for a hire company in California. Englishman Michael Harrison said: “I've been at BMT for 21 months and love it. I started out running body prep, now I'm special projects manager. To put out a quality product takes a lot of background effort.”

Paint shop manager Carl Holland brought almost 30 years' experience from the UK, where he worked on custom cars as well as conventional paintwork.

“I've been here a year. It's different, fast. It's great that they give women the chance to work here, too; they have real attention to detail.”

The sheer scale of operations at BMT Restoration is breathtaking. Provided the last remaining teething troubles are addressed, the future looks bright, especially when the Chinese market opens up just across the water..

# Boonah Lunch

written by Lloyd Andersen

On Wednesday 14 June, members of Brisbane and Darling Downs Registers met for lunch at Flavours Café, Boonah. Officially it was a Classic Monocoque Register event, organised by Robin Todd, but where were the relevant cars?

As the Andersens had a classic monocoque Jaguar in the shed, we thought it appropriate to take it to the event. The car belongs to Tony Brett who wanted it out of the way while he is renovating his house. With his approval the black 420 did the Boonah run. This excellent car may be for sale soon. It features on the cover of the November-December 2016 magazine.

Near Yamanto, we were overtaken by a turquoise XJ6 sport (X300). My initial thought was that someone had stolen one of my cars. It was later revealed that it was a look-alike car and a recent Bill McMonagle purchase. His 'Mk1' was left at home.

Brisbane members in four cars met at the park at Peak Crossing, to drive in convoy to Boonah. Barry and Joy Cooper arrived in their XF, as the E-type was afraid of the rain falling in Brisbane. 'What rain?' asked the others who came from the western outskirts and Ipswich.

Geoff and Barbara Dickenson came by Holden Astra, as the Mk2 restoration is still progressing.

Colin Byrne and Michelle arrived by XJR, with no excuses made for his excellent Mk2.

In Boonah, we found the McMonagles and the Todds at Flavours Café. I've given up asking why Robin doesn't use his Mk2 which is still resting in his shed. Perhaps it might also be for sale.

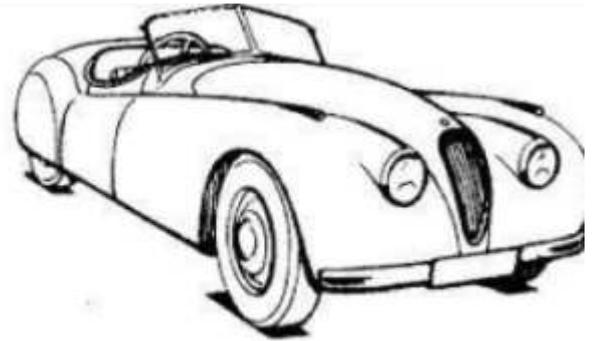
The Darling Downs regulars arrived as a group, but no classic monocoques. The Challenors came by E-type, leaving the Daimler V8 at home.

As the group settled down to lunch, Julio Machado arrived in his XK8 convertible with top down. Later, Michelle accepted the offer of a ride home in the XK8. Colin followed in the XJR.

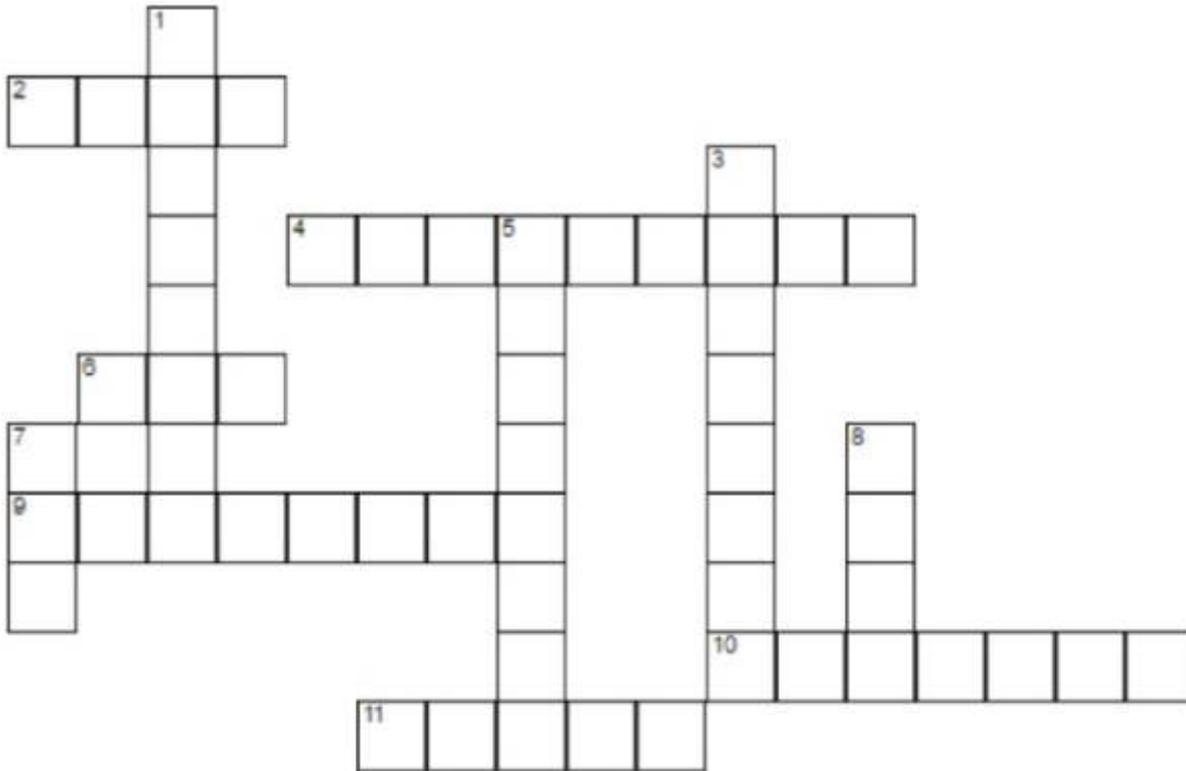
During lunch the café owner gave a brief talk on history of the region, including details of dairy cattle water consumption and milk production. Robin advised that we need to remember this as it will be included in the Xmas Quiz.



# Jaguar Crossword, Test your Knowledge



## Jaguar Past and Present



### ACROSS

- 2 In 1990, Jaguar Motors was bought out by this company.
- 4 In which town did the Jaguar story first begin?
- 6 How many cylinders does a Jaguar XK engine have?
- 9 Who was installed as Chairman of Jaguar in 1980 to "save Jaguar"?
- 10 In 1922, William Lyons and William Walmsley started the <<what>> Sidecar Company?
- 11 What is the current sport model offered by Jaguar?

### DOWN

- 1 Where are Jaguars being made today? Castle <<where>>
- 3 In 1966, Jaguar Motors merged with BMC to form British Motor <<what>> Ltd?
- 5 In 1951, Jaguar moved production to Browns Lane. In which city is Brown's Lane?
- 7 What model replaced the Jaguar E-type in 1975?
- 8 What company currently own Jaguar Motors?

*acknowledgement of thanks to Daniel Taylor of Tassie Jaguar Magazine, creator of the crossword*

Made the trek all the way from home to have a bit of a look at the "Autumn Historics" at Morgan Park a couple of months ago. It is such a long way, it must be all of 20 of those metric things we have to use these days. Funnily I have no trouble with all that European metric stuff except for boat lengths. A 30 foot boat is still a 30 foot boat to me not a 9.something, something. Anyway back to Morgan Park. The entries were probably down a little bit on last year figures but the organisation was typically excellent John Tupicoff. The cars and racing was well worth the long trip. First up as I wandered into the pits was John himself getting ready to have a run in the Mk VII. It looked beautifully presented as usual and you just have to love that sound, especially the cackle from the long exhaust pipe on the overrun.. Just down the road a bit was Peter Walsh, another ex-President of the JDCQ. Peter has retired the "E" Type and now runs a Mini Cooper. He seems to be having a lot of fun with it too. Next door was Ian Mewett with the Grey Mk2 that has been around for some time. I originally came across it at The New England Grand Prix held that year at Uralla NSW. The circuit was quite long and the event could best be described in the words of the Clerk of Course at the Drivers Briefing. "Remember this is a parade so no funny stuff when you go past the viewing area in the straight but what you do when out of sight is your business but please don't hurt yourself or anyone else". As we lined up for our first run, there was the Grey Mk2 just in front of me so I thought to myself that this will be a grand view of a Racing Mk2. I can never remember the driver's name but I think it was spelt something like Loesch. He is no longer with us but boy did he ever drive that thing hard. I lost sight of him after the first corner but got a fleeting glimpse every time he lapped me. Henceforth it became one of my favourite cars. Not up there with the Pitt "D" Type and 3.4 Compact or Stan Jones Maserati 250F, but certainly up in the top group.

Returning from a trip down memory lane and back to Morgan Park. Ian said he was having a problem with the engine running rich. I think he said they were running the same carby tune as at Phillip Island. He was also having a lot of problem with understeer. A point that became very clear later in the day when Ian had a real handful of difficulty trying to get the thing to turn left under the bridge when it seemed the car was making a determined bid to attack the cement/tyre barrier on the outside of the corner. A wonderful day and as ex-editor, Perry, says about Leyburn it is great just getting about looking at all the cars.

While talking to Peter and Ian the conversation got around to the whereabouts of the Ron Hodgson Mk2. I could remember it was in bits down the Gold Coast

somewhere and having had a couple of yarns with the owner but no hope of remembering his name [probably related to old age and good living]. I also remember having a bundle of photos of it when he finally put it back together and offered it up for sale. Still red but without the band around the grill and the number 69 on the doors. Very timely the latest Les Hughes "Jaguar" magazine has an article about the car and its new home.

After all that conversation who should come walking along but a young fellow by the name of Lloyd Muller. A name that would be familiar to GEAR Club members. Anyway while we were having a yarn, Ian fired up the Mk2 and judging by the soot etc coming out of the exhaust it certainly was running rich.

Back home, changed clothes and relaxing after a really good day out, when my dearly beloved yells to me [she had to yell, I had the TV turned up loud to watch a motor racing DVD] about some black spots all over the legs of my trousers. I explained that, that was probably soot from an over rich Grey racing Mk2 Jaguar starting its engine and that they had to be preserved in eternity. But as any husband knows a challenge like that should never be presented to a devoted wife. Therefore by midday the next day my very special trousers were sparkling clean and brighter than bright. All of this leads into the next topic.

We were talking about exhaust pipes, and in particular the point of exit, the other day. Why do some systems exit out the side and some out the back, and yes, I think I'm right in saying a side exit system is illegal on a road registered car, something to do with the possibility with blowing soot and noxious fumes all over innocent pedestrians, of course here in Warwick we angle park nose in so no soot invades any pedestrians lungs. The only problem occurs when trying to back out of said parking space into the mainstream traffic flow with no vision past the massive 4WD with 6 inch [note the lack of metrics in off roading] lift kit parked either side and relying on the charity of other road users for a safe exit. A word of caution - if you ever visit Warwick, and you should, it's a lovely place - don't be a back seat passenger because that is the part of the car that gets wiped out first.

Now, back to exhaust pipes. There was a theory that a side exit gave better extraction because of the air flow but if that is so why did Jaguar go to rear exit pipes on the last "D" types they ran at Le Mans and why did Maserati run rear exit pipes on the 250F F1 car and side exit on the 300S sports car. Personally I like the rear exit pipes because they tend to give a glorious cackle on the overrun [a la the John T Mk VII] And that is why we all had a long straight large diameter copper exhaust system on our MG's. They made a beautiful noise in Love Lane late on a Friday night. Actually there is a theory that Neil

Diamond was visiting Brisbane at the time and heard us leaving the [was it it] Cubana Coffee Lounge and we inspired him to his greatest hit. Valerie says she is a fan and what was his greatest hit. Wait for it.

“Beautiful Noise”

But I guess this is just an old bloke still wanting things to be like the used to be before the Fun Police were invented to make our lives so much better.

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

## JDCQ Classic Monocoque Register *Calendar for 2017*

Meet at the venue at 11.30am for 12 Noon

### **Wednesday 12<sup>th</sup> July 2017**

- Christmas-in-July  
Sandy Creek Pub Allan, Warwick

### **Wednesday 9<sup>th</sup> August 2017**

- Farmers Arms Hotel, Cabarlah

### **Wednesday 13<sup>th</sup> September 2017**

- Yangan Hotel Yangan

### **Wednesday 11<sup>th</sup> October 2017**

- Rudd's Pub, Nobby

### **Wednesday the 8<sup>th</sup> November 2017**

- 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 so 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.

See you at a JDCQ Monocoque Register Luncheon soon

Robin Todd

Phone 07-4664-8509



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S-type



X-type



XF



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*Beautiful example of a MK 4 Jaguar.*