

**Queensland**

# **JAGUAR**



**Driver**

**September - October 2017**



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# Queensland Jaguar Driver September / October 2017

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



### EDITORS MESSAGE

Hi Everyone,  
 Firstly, I must say a big thank you to all those who called or messaged me, with kind words regarding the last issue, it was very much appreciated and inspired me to do my very best. Over the last few days I have been getting various files together ready to send off to the

printer, and I must say, it is looking like being a very busy book this time, with some interesting and educational contributions, for which I am very grateful.

I was reading through the article about our Patron Ron Gaudion and my attention was drawn to the section about a visit to Brooklands Track. This is in an area extremely close to where I grew up in England, in fact, although the address given for Brooklands Track is Weybridge Surrey, when the track was complete, a big part of it was in Byfleet, Surrey, which was the village I grew up in, unfortunately that part of the track no longer exists. As children my mother and her siblings would go down the street, from their house, run across the fields and up the embankment and they were on the top edge of the track, able to view the cars racing by. Byfleet had a few connections to Jaguar Cars and drivers who raced them. Opposite my school there was a garage/ car showroom, which sold Jaguar Cars, the owner was Duncan Hamilton, who was a well known racing driver, I believe he raced in D type Jags. Another racing driver who lived in Byfleet was John Godfrey Parry-Thomas, he was an engineer, and I believe he also had an engineering company in Byfleet, I believe he also raced in Jaguars. He was killed in 1927, in pursuit of the Land Speed Record, and was laid to rest in the churchyard in Byfleet. It seems funny to think that I passed these places every day on my way to and from school and all these years later I am here 14000kms away, writing about them as Editor of a Jaguar car club magazine, it really is quite a small world. I should, now, cease my walk down memory lane and leave some space for others, so I will say bye for now, and keep happy until next time, from your editor, June

### Contents

JDCQ Club Calendar September/October/November	4
Jaguar Life with President Tony Herald	5
E-Type Series 1 Brake Upgrade - The Pitfalls	6
Chairmans News	7
JDCQ Brisbane/Sunshine Coast Registers Report	8
Replacing a Water Pump	9
Membership News	12
Sporting Meeting 2017	12
Ron Gaudion's Trip Down Memory Lane	13
JDCQ Gold Coast Report Christmas in July	14
Wide Bay Burnett Register Report	17
JagWags Corner	17
S.U. Fuel Pump Electronic Upgrade	18-19
A Day in the Country	20-22
Library News	23
Alan & Marie's Morning Coffee Run	24
Darling Downs Register Annual Sports Evert	25
Treasurer's Report	27
Nuts & Bolts 2017	28-29
Car Won't Start	32-33
JDCQ Classic Monocoque Register	34-35
JDCQ Mk2 Burlblings May 2017	36-37
Classified Adverts	38-39
JDCQ Committees and Officials	40
Model Registers & Contacts	41
Membership Application Form	42



### 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

Merv and Lyn Jackson's  
 1951 Mark V Jaguar  
 photo Merv Jackson

### Next Jaguar Driver Magazine.

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

### September 2017 Calendar

Wednesday 6th	Gold Coast Register	Mid Week Lunch Run
Sunday 10th	Sunshine Coast Register	Run to Deb & Jamie Cook's Skeleton Museum near Gympie
	see flyer in this issue	Contact Margaret Day marg-day@outlook.com
Wednesday 13th	Classic Monocoque Register	Yangan Hotel Yangan Contact Robin Todd 46648509
Sunday 17th	Gold Coast Register	Annual Spring Fair
	see flyer in this issue	Contact John Porter 0411119844
Tuesday 19th	Brisbane Register	Brisbane City Jaguar, Newstead
7pm for 7.30pm	Meeting and Jaguar Product Update	Contact Alan Hillless & Joy Cooper 0419732091
Sunday 24th	Brisbane Register	Newstead St.Helena Island
Cruise and Tour Island, morning tea and lunch		Contact Ruth Bodey & Phil Sperryn 0418188090
Tuesday 26 <sup>th</sup>	Darling Downs Register	Coffee Run
The Barn, Flagstone Creek		10am Contact Alan Buller 0432088167
Saturday-Monday 30th-2nd	Capricornia Register	25 year Celebration
	Contact John Large 0408221366 or Gerry Ross 0408 745013	

### October 2017 Calendar

Wednesday 11th	Monocoque Register	Lunch at Rudd's Pub, Nobby Contact Robin Todd 46648509
Saturday-Sunday 14th-15th	Darling Downs Register	Weekend Away to Tenterfield
		Contact June & Terry Whitehouse 0497089844
Friday-Sunday 20th-22nd	Brisbane Register	Drive and walk in Bunya Mountains
		Contact Phil Sperryn 0418188090 or Ruth Bodey 0412187130
Tuesday 31st	Darling Downs Register	Coffee Run
Café Shop Abbie Lane, 10522 New England Highway		10am Contact Alan Buller 0432088167

### November 2017 Calendar

Wednesday 8th	Monocoque Register	Christmas Party
Bestbrook Resort Maryvale		Contact Robin Todd 46648509
Tuesday 21st	Brisbane Register	JDCQ AGM
Brisbane Regional Register Meeting		Contact Tony Herald or Ian Lind 0438629598
Sunday 26th	Brisbane Register	Christmas Party
Ipswich Turf Club, see flyer in this issue		Contact Lloyd or Lorraine Anderson 32948960
Tuesday 28th	Darling Downs Register	Coffee Run
Inbound Toowoomba Railway Station 10am		Contact Alan Buller 0432088167

*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



Looking back over the past two months events across the JDCQ it becomes very apparent that, provided that you are happy to travel a little bit, there is a veritable smorgasbord of enjoyable events which we are all able to attend. There have been Xmas in July functions, the Opera at Jimbour, hinterland drives and lunches, a sports event, GEAR day, several mid-week and Sunday lunch runs, historic house visit and a regular register meeting. By the time you receive this we will also have had the day at the Summerson's property at Peaks Crossing with over 50 Jaguars in attendance. We should all thank those willing to provide these many functions for us to attend. Of course, one good way of thanking the organisers is to actually attend these events, you will certainly be pleased that you have.

I mentioned in my last Newsletter that the next JDCQ Display Day is on September 17<sup>th</sup> in conjunction with the All British Day at St Joseph's College, Tennyson. This is one of the few JDCQ (not register) events for the year and is always a marvelous day with a huge selection of Jaguars to enjoy, plus many other British Marques. Catering is provided for lunches and morning teas or you can bring your own picnic supplies. This is a charity event so the entry fee goes to a very worthy cause. The Flyer is in the July/August magazine for further information. We will be celebrating several Jaguar model anniversaries and hope to have excellent examples of each model on display. So, set the date aside and we will see you there.

I mentioned the committees work on developing a recruitment and retention strategy in my last column. I must thank all of the regional chairs for their time and contribution recently. I have had a pleasant chat with each of the chairs in order to understand how these matters are currently being handled. This understanding is very valuable input to our thinking and I hope to have some output from this exercise in about a months' time. More on that when there is a set of recommendations/best practices which we can distribute.

That's it from me for this edition. Looking over at the calendar for the next two months there is certainly plenty to entertain you so I hope I get to catch up with you at one or more of these soon.



# E-Type Series 1 Brake Upgrade – The Pitfalls

- written and photos by Barry Cooper

I restored our 1968 E-Type about twenty years ago and after a lot of enjoyable use there are naturally some items showing the inevitable wear and tear. To date I have kept the car very near to original specification and was generally quite happy with the performance of the original Dunlop brake calipers and their tiny (by modern standards) brake pads. Even occasional moderate track usage did not show up any issues, the only thing that I found disconcerting was their delayed response while driving in the wet and that was improved by fitting EBC Greenstuff front pads to the front only.

After the JDCQ Willowbank Track Day last September I noticed the very distinctive odour indicating overheated friction material but just assumed it was due to the numerous laps with short cool-down times between and that it would go away on the drive home. That however was not the case and further investigation revealed a piston had seized in the right front caliper. To rebuild both front calipers was going to be a similar cost to fitting brand new aluminium billet calipers of a modern design. Another influence was that the rear pads were worn out and the front EBC pads could be moved to the rear. So I decided to opt for the upgrade option and imported a set of calipers from a well-known UK manufacturer. I won't mention their name here as one can get into trouble for telling the truth. Let's call them XYZ.

The calipers were described as being “designed to bolt straight on to the existing upright on your vehicle with the necessary bolts, brake pipes and instructions”. Upon arrival it was obvious that no bolts were included and the brake pipes were just a 'J' shaped length, albeit with end fittings, and too long. Querying XYZ the response was “the bolts should be there” (that's what we thought too) and the “brake pipes aren't shaped as the calipers fit a number of models”. OK, not happy but we'll move on and go ahead with fitting. All work was carried out by a trusted specialist to ensure it wasn't me creating problems.

On the day of installation I received a call – “I think you should come and see this”. Some background: The original Dunlop calipers use shims between the uprights and the mounting points of the calipers to position the calipers central to the disc and they are made so that the caliper initially sits slightly outboard and needs to be shimmed to achieve centralisation. When the XYZ caliper was fitted it sat too far inboard so that the outside pad dragged on the disc with the pistons fully retracted. Shims would only have made the misalignment worse. The discrepancy is only 1/16” or 1.5875mm but it has a significant impact. So, what to do? Fit both caliper sets, don't drive the car, and seek advice from XYZ who of course are in a time zone ten hours behind ours.

XYZ advised that their aluminium calipers are so precisely manufactured that they do not require shimming and any problem is to do with the car. Yes well, our car is nearing its 50<sup>th</sup> birthday and the model was first released in 1961 so my thinking is that the production tolerances when built weren't all that precise which might account for the original design requiring shims. The manufacturing tolerances certainly would not have improved with age. The discrepancies were identical on left and

right discs so it did not appear to be from accident damage. The only useful assistance from XYZ was an engineering drawing with measurements which I could compare with our car. It only proved that there was a difference. In early conversations, XYZ said that the calipers would be OK to use and the outside pads would eventually wear down so that they did not drag on the disc. Much later they changed their stance to “whatever you do we take no responsibility”.

One apparent solution was to machine 1/16” from the mounting face of each caliper but the supplied instructions said to under no circumstances modify the calipers. This was confirmed by XYZ whose reason was that the design of calipers had been tested and the implication of any change was unknown.

The final solution? Discussing the problem with one of the club's technically minded people he mentioned that another (ex) E-Type owner had a situation with centralising calipers and had resorted to spacers between the hub and disc mounting. I did the calculations and consulted the trusted specialist plus XYZ. XYZ were of course non-committal but the trusted specialist said that should work. The approach is to move the disc instead of the caliper. Like Mohammed and the mountain. So, with a borrowed hub as a template I had a machine shop make up two 16 gauge steel spacers to fit between the hub and the disc. Fortunately the thickness required was 1/16” which is a standard steel plate size. Once these were installed all is good. An expensive exercise as it required removing the old calipers, installing the new, manufacturing the spacers, removing the new calipers and hubs to fit the spacers and then reinstallation.

If anyone is considering upgrading their Dunlop calipers be aware that it might not be a simple bolt-on replacement. I have checked with another UK manufacturer of aluminium billet calipers and they do not provide for shimming either. If I had known or had received good advice from the supplier, I would have bought the modern equivalent of the original Dunlop piston assembly which feature redesigned internals (I believe the best option is to install Series 2 brakes but it is very expensive requiring Series 2 uprights as well as the caliper assemblies and impossible to find used). I used my existing discs but I believe buying complete sets of discs and rotors would result in the same outcome. Speaking since with others who have upgraded, the 1/16” or 1.6mm discrepancy seems to be the norm and the most common remedy is to machine the caliper mounting face. It is concerning that multiple manufacturers of aluminium upgrade calipers have not bothered to refine the design so the choices for the end-user are to machine the caliper, fit spacers or ignore the problem. Certainly not “designed to bolt straight on to the existing upright”.



# Message from Chairman with Ian Lind

Congratulations to the committee and the creators of our bimonthly newsletter who have endeavoured to fill in the gaps between magazines and keep our Register updated on future events and items of interest in the Jaguar world.

Congratulations also to Joy Cooper who fills two positions on the committee, Treasurer and also Secretary. We hope that next year this situation will be filled with one secretary and one treasurer and take the load off long serving loyal members like Joy who hold this register together.

Our social events and meetings since the last magazine continue to attract good numbers of members. Jimbour Opera - 27 members. Meeting Yeronga Services Club 15 August - 28 members. We would of course like the numbers to creep up into the 30's to give us guaranteed quorums. We look forward to a good turnout to the Summerson's event on 27th of August and a good number of die-hard E and F type drivers and others who wish to join up for the run to Kooralbyn. Enjoy this second magazine from June Whitehouse our JDCQ editor and I look forward to seeing our members at the future events on our calendar for 2017. Please let's have a good turnout of members at our recently announced first meeting at Brisbane City Jaguar's new showroom at Newstead on 19th September. We need a good attendance for our this, our first visit, and it will be a showcase venue. Your Chairman Ian Lind.

**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 part 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 editor for further information restricted use Contact**



## Come for a drive to the Brisbane Register's Christmas Party

- \* Sunday 26th November
- \* 11.30am
- \* Ipswich Turf Club
- \* 219 Brisbane Rd  
Bundamba

### On Arrival -

- \* Drinks and Canapés pre-lunch
- \* Main course lunch—two course alternate drop
- \* Dessert—two course alternate drop
- \* Tea and Coffee

Cost: \$57 (same as last year)

Pre payment by direct deposit before the 6th November to: The Jaguar Drivers Club of QLD Inc (include surname as a reference) BSB 484 Acc No 506117953 or cheques made Payable to Jaguar Drivers Club QLD Inc & write "Brisbane Register Account Christmas Party" on the reverse then post to : Brisbane Register JDCQ c/- 3621/30 Hollins Cres New Farm Q 4005

Also RSVP 6th November by phoning or emailing your acceptance and any dietary requirements to :  
joy.cooper@cooperation.com.au  
07 32542880



Thank you to Lloyd and Lorraine Anderson for organising this function and liaising with the Ipswich Turf Club

Be early as numbers are limited



## Jaguar Drivers Club of Queensland— Brisbane Register

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

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

To book and pay go online to  
Brisbane Cruises [https://  
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newstead-departure](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)



# JDCQ Brisbane and Sunshine Coast Registers shared weekend visit to Jimbour Opera

21-23 July 2017 - written by Ian Lind and photos by Carole Lok

On a fine day with a high pressure system dominating our weather system, and blue cloudless skies 17 keen members of the Brisbane Register of the JDCQ met at Bunnings garden centre at Rocklea. We were all 'high-brow' intelligensia going out to get our dose of culture and art at the Jimbour Opera. Members present included Len and Joan Hendersen in their 1970 XJ6 with its high ratio differential enabling speeds of up to 130mph (in old pre-metric language), Ruth Bodey and Phil Sperryn in their beautiful old series 1 E Type coupe freshly restored in her nice red livery, Ron and Leslie Rumble in their very low mileage XK8, Jim Bowden and Lucy Saunders, Phil and Michelle Dudley and Michelle's sister Eola Turnal, Col and Dianne Graham, and Peter and Lorraine Finn all in late model Jaguars which you can admire on Carol Lok's photos at Spring Bluff in this magazine. Ian and Jeanette Lind turned up in an unmentionable car.



Our small convoy left en route to Spring Bluff interrupted occasionally by a recalcitrant traffic light or rude 'common cars' spoiling our order, but first we had to pick up Chris and Carole Lok (two of our new members) from Marburg, thus making our complement now 19 members. Shortly after turning off the highway just after Helidon for Spring Bluff we were stopped at a massive construction that I had not been aware of. Huge mining trucks with massive wheels that could crush even a Jaguar under their tread, were lugging past vast amounts of soil and boulders. One of them was driven by a small woman. This huge four lane rip through the wooded landscape, I was later informed is going to be the by-pass highway for Toowoomba, thus alleviating the traffic on the current highway which passes right through the heart of Toowoomba. We were all very aware of the clouds of dust kicked up by the maxi-trucks especially Phil Sperryn with his new immaculate red paint. We soon got under way and proceeded up to Spring Bluff railway station.

At Spring Bluff we met up with Ross and Jenny Lockwood and John and Margaret Weekes who had travelled on from Kenmore together in advance, to meet us here. Our complement now reached 23 members. In all 29 members attended the opera. Brian and Susan McKenzie came later as Brian had work commitments, and Julio Machado and Mary Ludwig based themselves in Toowoomba, but attended the Opera and the Saturday night dinner at Mary's Bistro. Richard and Jill Andrews came up by a different route but joined us at all functions.

At Spring Bluff we all had a morning tea of our choice. The Dutch Couple who run the place were very obliging and were ready for us and our booking. There were also four Morgans present heading to Jimbour. I was surprised to note the railway was still in use, even though the station was non-operational. Long trainloads of coal were brought down from the Downs and two trains passed us whilst we were there. After morning tea Phil and Ruth led the way up the range and took us through the outskirts of Toowoomba to avoid traffic, and onto the Warrego Highway towards Oakey, where we diverged through the township and then on to the Oakey Army Aviation Museum.

turning in front of us and also heading towards the Oakey Aviation Museum. It was a lovely sight to see on arrival the large number of beautiful old Mark IV's, Mark V's and Mark 7 and 9's along with a couple of Mark 11's from the



sixties all parked outside the Museum, and Lloyds replica SS100. It turned out that these older cars were members of The Classic Jaguar Enthusiasts Club who were heading to their 'Christmas In July' luncheon at Pittsworth and had decided to drop into the museum en route. The Army was only expecting our 24 booked and were a bit overwhelmed when 60+ people turned up. However they handled the load well and those who wanted to, were treated to the opportunity to view some beautiful old and relatively modern aircraft, and also to get an excellent and informative tour of about an hour and a half from a recent returnee officer from Afghanistan. We then proceeded on at our own

discretion either in convoy or individually to Dalby where we camped at our excellent motel, the Midtown Motel run by Carol Dregmans and her husband. I would recommend it to anyone planning to stay in Dalby. The Saturday evening's venue for dinner was the Russell Tavern, a tavern in the old style with lots of carpet and wood. We had two tables booked and enjoyed two hours plus of camaraderie, good food and alcohol before walking briskly in the cool night air the length of the main street to get home to our Motel.

On Saturday morning promptly at 10:00am we boarded our two free buses to the opera, about 30 minutes away, at Jimbour Station. Paid for by your taxes to the Queensland Government and several private sponsors. The Opera venue itself is paid for by Queensland Government Events private sponsors, and performed by members of Opera Queensland and the Queensland Conservatorium Opera Orchestra. The Toowoomba community Chorus provides the choral section and the venue is provided by the graciousness of the owners of Jimbour Station. All 29 Jaguar members expressed their enjoyment of the event which featured excerpts from the opera 'The Merry Widow'. It is performed in a natural amphitheatre which held nearly 8000 spectators and about 70 stalls of all descriptions. The temperature reached 25 degrees and there was not a cloud seen all day. Our members then answered a roll-call as we returned to our allotted bus and returned to Dalby at about 04:30pm for a bit of a rest. We all then met at Mary's Bistro and it was nice to have Julio and Mary join us on this dinner before returning to Toowoomba. This venue was a modern venue with sunken floors and lots of tiles and wood and modern furniture. As we did the night before, we indulged in good food, alcohol and excellent Jaguar company and finished a little earlier than the previous night as we were all tired from a long day.



On a chilly Sunday morning well rugged up apart from Ron Rumble (whose personal radiator runs hot like an old Jaguar), 24 of our remaining members enjoyed the excellent breakfast provided to us at the Urban Paddock, a great venue at the back of the old Queenslander, Quambie House. Some of our members with commitments had left earlier but the company was still great in our allocated long table which had been booked in advance. After a hearty breakfast we began to disperse. A couple of our lady members went to the front of Quambie House where there was a craft shop. Another lady member proceeded on to the gallery where there was an exhibition of glass, glass blowing and glass etching, and lessons in glass blowing for those who were interested. We headed home in dribs and drabs in the morning and were all seated back in our lounges or on our patios by 3:00pm on Sunday afternoon. Thanks to all who came, paid promptly and were such good company.



# Replacing a Water Pump with Lindsay Price



In the July August Jaguar driver magazine there was a picture of my 1934 Daimler with a temporary water pump fitted. This pump has now been replaced with a homemade replica of the original. As our cars age, some components wear out regardless of the maintenance done to them. Sometimes replacement components are readily available sometimes not. In this case I could have fitted a Davis Craig electric pump but it would have destroyed the originality of the car and have looked totally out of place.

I have written this article to demonstrate that even the home mechanic/ enthusiast can save a lot of money with a bit of tinkering in the home workshop. This complete job could have been done on a small lathe and a mig welder. The welds were shaped with a disc sander and polished with a polishing disc fitted to the sander. The body of the dummy generator could have been made from some aluminium tube. The shaft seal and all bearings were purchased from a local bearing supplier. To date I have made the oil pump, oil filter mount and pressure regulating valve, exhaust manifolds, and cylinder head for this car. Imagine the cost if I were to purchase these items, instead I have become the world wide supplier of some of them.



## Tyre replacement not what I expected

While returning home from the Jumpers in July event in Warwick I had arranged with a reputable tire dealer in Towoomba to change the front tires on my 1934 Daimler. The existing tires were to be replaced with recently retreaded tires. At \$670 each new, I try to get the best life from the tires. I have them retreaded at Big Tires Towoomba at about \$250 each. These white wall tires are of the old cross ply design and are 35 ins overall diameter.

I dropped off the wheels and tires at the dealer and he said they would be ready in an hour. I then returned to my brother's home for morning tea while the tires were being done. At the end of the hour I rang to see if the tires were ready. No there seams to be a problem but they should be ready in another hour. After another hour it was again the same story. They told me that these tires should really be mounted on split rims and they do not need liners. I told them the liners were necessary because with out them the tubes chafe and soon fail. Give us another hour.

At the end of the third hour I drove to the dealership. I found one wheel on the mounting machine, one tire with the tube and liner in it on the ground, one tube with the valve stem torn off and one liner torn in half. On top of that there were about four men with very glum faces. I expect they had all had a go at the job with out success.

I asked the manager if I could help fit the tires to which he agreed. I explained the procedure and with his help mounted the first tire in 20 minutes and the second in 10. I think with a bit more experience I could have got it down to 5 minutes. The procedure is to mount one side of the tire on the rim then fit the liner. After the liner is fitted and the valve holes aligned fit the tube ensuring the valve stem is protruding through the hole in the rim. It is most important to ensure the liner is smoothly fitted around the rim side of the tube with out folds or creases. Once that is done and the valve stem is still protruding use tire leavers to carefully mount the second side of the tire. Inflate and job done. One mistake tire fitters do is to use the tire machine to mount the second side of the tire. This often grabs the liner and destroys it or causes creases which make the tire not run true.

At completion of the job I asked the manager how much I owed him thinking three plus hours and god knows what else. He said I owed him nothing. He said it is rare for a customer to come in and show them how to do their work. Instead I bought his crew a carton of beer. They certainly worked for it.

Lindsay Price  
Chairman Sunshine Coast Reg.

## JAGUAR RUN 10 SEPTEMBER 2017

### Deb & Jamie Cook's Skeleton & Bone Museum



Jamie & Deb have invited us to join them at the workshop in Gympie. They run Dissection Connection biology specimens for schools, Rockhoundz geology specimens and the Gympie Bone Museum - gory bits.

**Just so you know ....** Dissection Connection sources and supplies dissection specimens for schools and educational institutions. The organs are vacuum packed, frozen and delivered to your door. All you have to do is defrost them when you're ready to use them.

We will meet at Apex Park Cooroy at 9.00 for a 9.15 departure for our run via the back blocks to Gympie.

Tour and morning tea at the Skeleton & Bone Museum

Lunch at the Australian Hotel Gympie



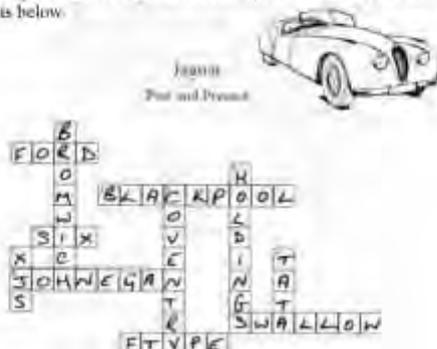
Please RSVP to Marg Day - [marg-day@outlook.com](mailto:marg-day@outlook.com) preferably by 01 September.

Deb needs to know numbers for the lunch booking at the hotel.

**BYO Morning tea and chairs, hot water available.**

### Now You're Thinking! - by Danny Taylor

I hope you enjoyed last month's crossword. Something a little different for you I trust? For those who need assistance, the solution to the crossword is below.



# 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.

John & Cherry Taylor	XF	Moving to Sunshine Coast soon
Steven McPhee	X Type	Darling Downs
Rupert & Sarah Haywood		Brisbane
David & Ran Vann		Brisbane



Since the July - August issue of the magazine, all members have been sent an email announcing our new club website.

As part of the enhancements to the new club website it is now easier to logon and change your details such as mailing address, phone numbers, email address, cars owned, you can even change the Regional Register you would like to belong to!

If you would like to update your details or view the member's only areas of the club website but are having trouble logging on, send me an email ([membership@jagqld.org.au](mailto:membership@jagqld.org.au)) and we'll get it sorted out.

Don't forget to keep your email address current in your member details. Email addresses are very important for club communications so if you have changed your email address please remember to update it in your member profile or send me an email.

If you have an email address but received your renewal notice by mail, PLEASE send me an email so I can add your email address to your member details. I can then provide you with a user name which will enable you to logon to the club website.

That's all from me

## Sporting Meeting 2017

EVENT	LOCATION	DATE	TYPE
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	12 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.*



# Ron Gaudion's Trip Down Memory Lane



## Ron Gaudion Sitting on No. 15 Which Came in Second

The 1957 24 Heures du Mans was the 25th running of the 24 Hours of Le Mans, Grand Prix of Endurance, and took place on 22 and 23 June 1957, on the Circuit de la Sarthe. The prospect of an exciting duel between Ferrari, Maserati, Jaguar, Aston Martin and Porsche was enough to draw large crowds to the 24 Hours race, now back at its usual date and reintegrated into the World Championship. Some 250,000 spectators had gathered for Europe's classic sports car race, around an 8.38-mile course. Against very strong competition from Ferrari, Maserati and Aston Martin all "Works Teams" Jaguars started and finished the most gruelling race of 24 hours, beating all before them and coming 1st, 2nd, 3rd, 4th & 6th. Never before had a single nation sweep the board so completely as Britain did in 1957. The great success of the D Type Jaguars became all the more significant when it is considered that all of the cars were privately entered (albeit with some factory support), and matched against the works entries of some of the greatest sport car manufacturers. This year marks the 60<sup>th</sup> anniversary of this great race and is being celebrated in the UK by a series of events organised by the Jaguar Company.

Our Club Patron Ron Gaudion, working for the Ecurie Ecosse team during the 1950s helped build the D Types and supported No. 15 driven by Ninian Sanderson and John Lawrence during the race. It came in second behind No. 3 driven by Ron Flockhart and Ivor Bueb. As the sole surviving member of the "Works Teams" who prepared the cars for the race, he and May have been invited as special guests for the celebrations. From Ron's understanding the following events are planned:

The celebrations will begin with a 60-Year re-enactment of the victory at Le Mans, where the five D Types from that race will be flagged off by the Lord Mayor of Coventry at the new Jaguar Land Rover Classic Works facility and proceed with police escort to Hampton Court Palace where they will join the annual Concour of 70 Exotic Cars. On the way they will make stops at Silverstone and the home of the Panasonic Jaguar Racing Formula E team. After they leave the Concour display they will attend a formal black tie dinner which will include a celebration of the event and presentations.

The next day there will be a trip out to the Brooklands racetrack which will include press interviews and TV coverage followed by a visit to the Williams Formula 1 workshops. The next day will be another formal luncheon at the Royal Auto Club (RAC) in London which will include a Question & Answer time from journalists. Ron and May will then continue on their tour with a three day visit to the Goodwood Revival meeting where the D Types are expected and will parade for 2 or 3 laps. Also planned during the following days, besides additional press conferences and TV appearances will be a pub lunch in Coventry for retired mechanics from the Jaguar Car Company of the 1950s and 1960s, some of whom Ron may have worked with during his years in the UK. It is great to see Ron has been honoured for his contribution to the success of Jaguar sports racing and we wish him well.

RKF

# Christmas in July

The morning started off a bit suspect after the heavy rain the night before but cleared to a beautiful day as we climbed up from the coast to Mount Tamborine. When we arrived at Jacques Manor Restaurant there was no need for the winter woollies, particularly as there was a cosy fire warming our function room. In fact, one member said it was starting to get too hot! The organisers had done a wonderful job decorating the tables and the room was set out to provide a convivial atmosphere. After sorting out where we were going to sit we were given glasses of mulled red wine (a beverage not particularly to my liking) and then serenaded in classical music by a musician on an electronic violin with audio backing arrangements. He chose a repertoire that just fitted in with the day and the music continued throughout our luncheon which was much appreciated by all.

Everything was well organised, the meals and sweetmeats excellent and the service very good with meals and drinks delivered promptly. It was great to see such a good roll-up of 44 members and guests but it became harder to hear the music and announcements due to the spirited conversations and clamour slowly building up around the room during the meal. The only way for our Chairman Terry to gain attention was the clinking of a knife on a glass as he welcomed members and guests including President Tony Herald from Brisbane. Tony then spoke and told a story of how he has nudged Ron Gaudion a little in accepting the position of JDCQ Patron while on the way back from the National Rally. He then presented Ron with his Patron's badge to much applause. Terry then gave a vote of thanks to the organisers of the event and all gave their





appreciation. Conversations continued well after the lunch and coffee had finished with people moving around the room to chat to friends at different tables, particularly to those members who hadn't been to some of our events recently.

Everybody seemed to enjoy the luncheon with the good food, good friends and a great venue chosen. All in all, it was a very pleasant way to spend a Sunday, and thanks go to Debbie Duncan and Chris Miers for all the effort they put in to organise a great event and make it such a successful day.



## Spring Affair at The Old Church



JOIN THE GOLD COAST REGISTER FOR THE 2017 SPRING AFFAIR, TO BE HELD AT THE OLD CHURCH 216 LONG ROAD MOUNT TAMBORINE.

PRICE INCLUDES A THREE COURSE MEAL AND A CONVIVIAL TIME WITH YOUR FRIENDS.

### ENTRÉE:

CAESAR SALAD or POTATO & LEEK SOUP

### MAIN:

CRUMBED CHICKEN BREAST, PARMASEN, NAPOLI SAUCE & ROSEMARY POTATO SALAD;

or

PAN FRIED FISH OF THE DAY, BABY SPINACH SALAD & LEMON BUTTER SAUCE

### DESSERT

SHERRY TRIFLE or STICKY DATE PUDDING

COST: \$40 PER MEMBER

PAYMENT DETAILS: BOQ BSB 124 001 A/C 10224513

PLEASE GIVE SURNAME & "SPRING" AS REFERENCE

**WHEN: SUNDAY 17<sup>TH</sup> SEPTEMBER**

MEET: ARTHUR EARLE PARK NERANG 9.30 for 10.00am

Or AT THE RESTAURANT 11.45 - 12.00PM

RSVP: John Porter on 0411 119844 by 28 August 2017

(PLEASE INCLUDE ANY DIETRY REQUIREMENTS)



## JDCO GOLD COAST REGISTER 2017 CHRISTMAS LUNCH



JOIN THE GOLD COAST REGISTER FOR A FABULOUS CHRISTMAS CELEBRATION AT THE ARUNDEL HILLS COUNTRY CLUB.

START THE FESTIVITIES WITH A PRE-DINNER DRINK BEFORE

ENJOYING A TRADITIONAL CHRISTMAS DINNER OF ROAST TURKEY



AND HAM SERVED WITH HOMEMADE STUFFING



ROASTED VEGETABLES AND GRAVY.

DESSERT WILL BE AN ALTERNATE DROP OF PAVLOVA

SERVED WITH FRESH SEASONAL FRUIT AND TWIN ISLAND CUSTARD

OR TRADITIONAL CHRISTMAS PUDDING WITH WARM CUSTARD.

TEA, COFFEE AND DINNER CHOCOLATES WILL BE PROVIDED.

BAR SERVICE WILL BE AVAILABLE AT MEMBERS COST.

**WHERE: ARUNDEL HILLS COUNTRY CLUB**

**1 ARUNDEL PLACE, ARUNDEL - GOLD COAST**

**WHEN: 11.30AM FOR 12.00PM,**

**SUNDAY 3 DECEMBER 2017**

**COST: \$50.00 PER PERSON**

**RSVP AND PAYMENT BY 30 OCTOBER**



# All British Day Brisbane 2017

**37th Year**

**Sunday 17th September  
2017**



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

**Gates Open at 7:00am**



**St Josephs College Sports Grounds  
Vivian Street, Tennyson, Brisbane**

**Featuring Classic**

**British Cars, Motorcycles & Commercial Vehicles**

**All proceeds to charity**

**Display Vehicles \$20.00**

**(includes commemorative metal badge)**

**Walk in spectators \$2:00 Car Parking \$5:00**

**Food and drinks available on site**

**Note: This is a display only, not a swap meet**

**No dogs on site, No drones to be flown on site.**

**Trade sites available**

**Web: [www.allbritishdaybrisbane.org.au](http://www.allbritishdaybrisbane.org.au)**

**Contact: Max Johnson 0419784680**

**Email: [allbritishday@gmail.com](mailto:allbritishday@gmail.com)**





# JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg, Maryborough and Hervey Bay

7th July 2017

G,day to everyone.

Last Saturday the Mary Poppins festival was in full swing and Arthur had organised for us to be included in the festivities. I believe the veteran car club fielded about fifty entries, whilst we fielded a magnificent five cars. They did look good and drew lots of attention. New members from Booral, Dennis and Sue In their ragtop XJS joined us for the first time, they brought this car from the UK some six years ago and he has finally got to use it for the first time.

Arthur displayed his beautiful 02 model S, type at the festival.



We had lunch in a pub a couple of blocks away as the town was chockers and it was difficult to find seating for our group.

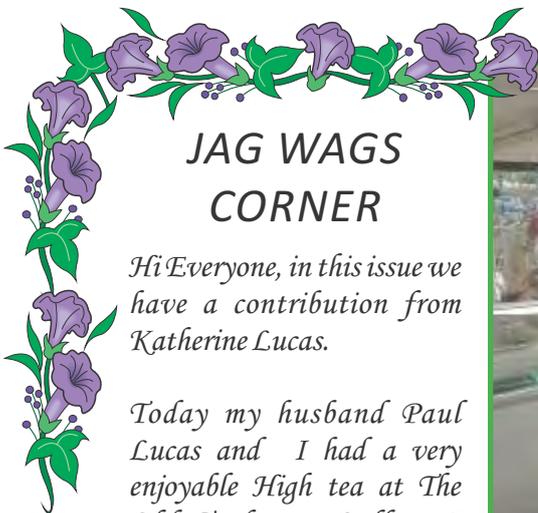
Nevertheless, we had an enjoyable day.

Our next meeting is to a shed day at the home of Terry and Reggie Lewis at Mon Repos near Bundaberg on Sunday the 16th. Morning tea will be provided by our hosts and lunch will be at a club or pub nearby to be decided on the day.

The address is 7 Harmony Avenue Mon Repos.

Don't forget Baltimores restaurant at Bundaberg port on the 20<sup>th</sup> August. This will be our AGM, so come and have your two bobs worth.

Regards to you all, Bill Buckley



## JAG WAGS CORNER

*Hi Everyone, in this issue we have a contribution from Katherine Lucas.*

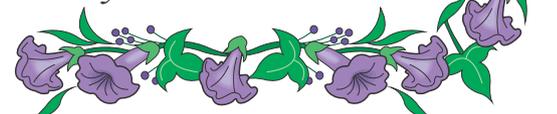
*Today my husband Paul Lucas and I had a very enjoyable High tea at The Old Teahouse Gallery 7 Johns Road / Springbrook Rd Mudgeeraba I thought this may suit a club carrun*

*It is a very pretty place and sure ladies and men would enjoy it.*

*Thank you Katherine, it looks lovely, well worth checking out.*



*Another contribution from Darling Downs Treasurer, Jude, Jude found these terrific boots in Toowoomba, from Rivers, they are just the job for a JDCQ lady. I believe they are also available on line.*



# S.U. FUEL PUMP ELECTRONIC UPGRADE

The use of a Transistor, a Diode and a Resistor plus two Terminals, all available from Dick Smiths, is an electronic upgrade worth the effort.

While I have experienced only three pump failures in thirty four years, I could have done without it. It is rather pleasing after 5,000km (3000 miles approx.) to find the points highly polished. No sign of burning or pitting.

It should be noted that the components used are electronically different depending if you have a negative or positively earthed electrical system in your car. The mechanical layout remains the same.

## PARTS LIST

### Positive Earth

- 1 - Transistor TIP31
- 1 - Diode IN4003
- 1 - Resistor 25ohms 1/4 watt
- 2 - Eye Terminal H5032
- 75mm - 3.0mm dia Heat Shrink Tubing
- 100mm - 0.2 dia Copper Wire from Figure Eight Electric light cable, to wrap around electrical joints
- 50mm Hook up Wire

### Negative Earth

- 1 - TIP32
- 1 - IN4003
- 1 - 25 ohms 1/4 watt
- 2 - Eye Terminal H5032

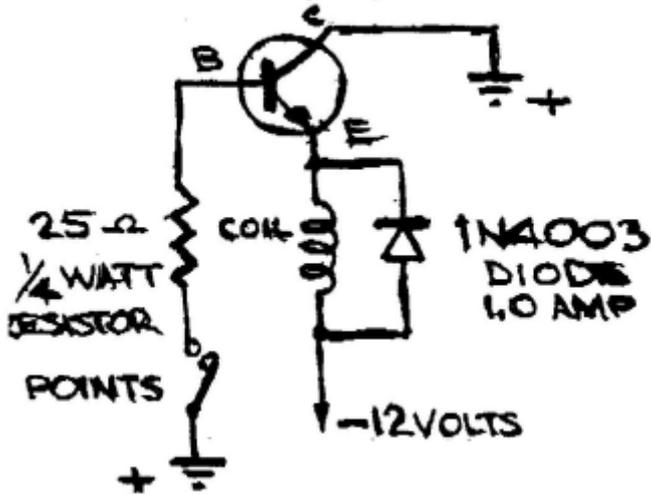
General tools only required 20 watt, 240 volt soldering iron, resin core solder side cutters. Mouse tail or 1/8 dia file, screw driver. Loctite 567 master pipe sealant, spanner various, hot air gun.

To carry out the electronic installation you need to be pernickety and dexterous. If you have none of the above, give the job to somebody else.

1. Disconnect the battery.
2. Loosen the fuel line nut at the fuel tank.
3. Disconnect the electrical lead or leads going to the S.U. Fuel Pump.
4. Disconnect the fuel lines going to the pump(s).
5. Remove the pump(s).
6. Overhaul the pump(s) electronically to make sure they are working properly on the bench.
7. File a slot into the transistors collector or the copper mounting hole using the Mouse Tail File. Sketches No. 3 & 4.
8. Remove the centre terminal pin using the side cutters.
9. Slacken off the L.H.S. mounting screw and slip the transistor under the head of the screw and secure. Check circuit diagram you are using the correct transistor for your electrical system ie. TIP31 for positive earth, TIP32 for negative earth.
10. Crimp and solder the eye terminal to the resistor. The slide the 3.0mm dia heat shrink tubing over the resistor and up to the eye.
11. Undo the points mounting screw, push to one side the coil eye terminal, place the screw through the eye of the Resistor and Eye terminal Assembly and tighten, see sketch no. 5.
12. Mechanically secure the other end of the Resistor and eye Terminal Assembly to the base terminal or left hand terminal of the transistor using the 0.2mm copper wire, then solder and slip the 3.0mm heat shrink tubing over the joint.
13. Crimp and solder the eye terminal to the diode. Note, the silver band positive earth, silver band away from the eye terminal, see sketch no. 3. Negative earth, silver band nearest to the eye terminal, see sketch no. 4. Slip the 3.0mm dia heat shrink tubing over the diode and up to the eye.
14. Undo the electrical terminal nut. Place the eye terminal of the Diode and Eye Terminal Assembly over the brass terminal bolt and secure with the nut. Mechanically secure the other end of the Diode and Eye Terminal Assembly together with the stripped end of the hook up wire to the emitter or right hand side terminal of the transistor using 0.2mm copper wire, then solder and slip the 3.0mm heat shrink tubing over the joint.
15. From item 11, snip off the original eye terminal from the coil, wire, strip off 6.00mm of the insulation off the coil wire and the hook up wire. Slip the 3.0mm eat shrink tubing over the hook up wire. Mechanically secure the stripped ends of the hook up wire and coil wire together, solder, and slip the heat shrink tubing over the joint. Heat shrink all tubing.
16. Test. Bench test the fuel pump(s) before fitting back under the car.
17. Clean all the fuel line connections.
18. Remount the fuel pump(s) under the car.
19. Smear loctite 567 over the fuel line joints and connector threads. Hand assemble all the fuel line connectors first, then tighten.
20. Tighten the fuel line nut at the fuel tank.
21. Reconnect the electrical terminals to the fuel pump(s).
22. Reconnect the battery(s).
23. Allow the loctite 567 to cure 2 to 3 hours or better still overnight before starting up the engine.
24. Replace dust cover.

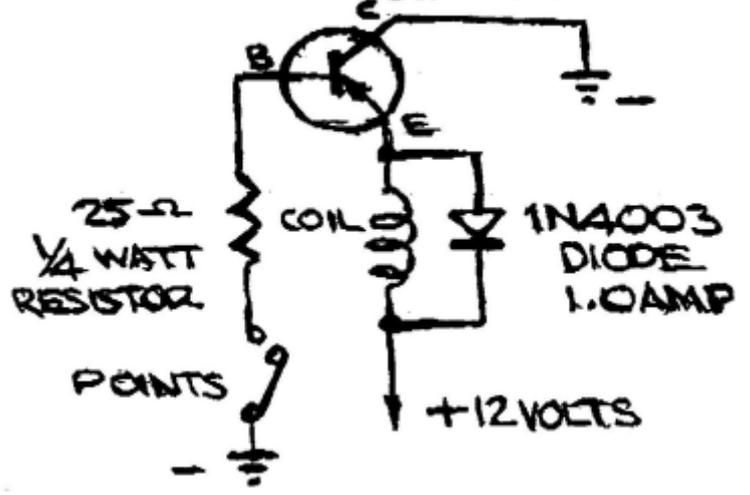


**POSITIVE EARTH  
TIP 31 TRANSISTOR.**

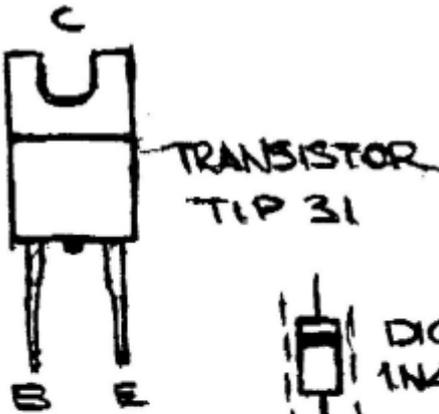


Sketch No. 1

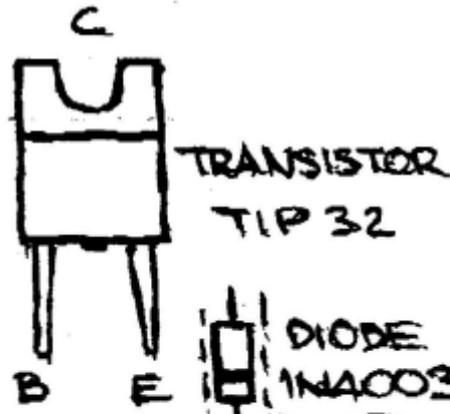
**NEGATIVE EARTH  
TIP 32 TRANSISTOR**



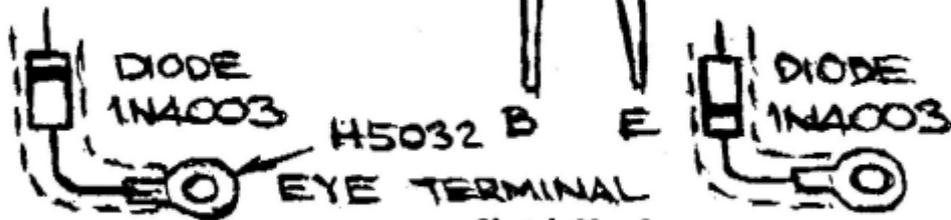
Sketch No. 2



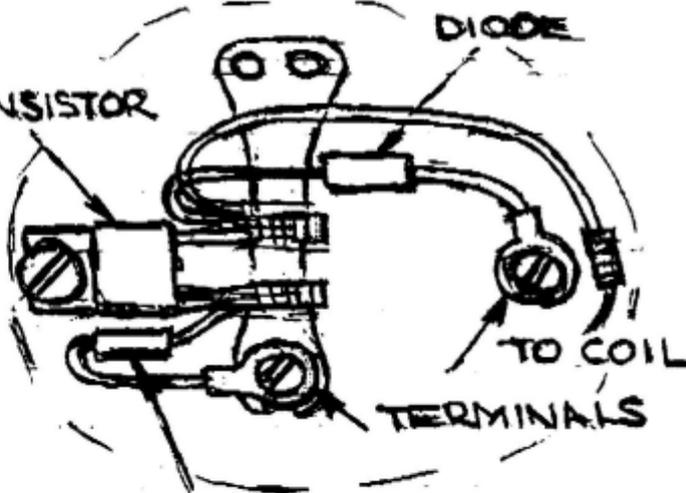
Sketch No. 3



Sketch No. 4



Sketch No. 5



**Acknowledgements**

Quite a number of people have supplied information over a period of twelve months which has allowed me to upgrade my own XK150S and write this article.

- John Elmgreen and his Internet
- I cannot acknowledge any auto electricians. I asked four of them when I decided to go for the Negative Earth Circuit and received four different answers.
- Dave Pritchard who developed the Negative Earth Circuit and saved the day.

Compiled by Ian Hutchinson 



# A Day in the Country, 27<sup>th</sup> August 2017 by Tony Nelson



This is the fifth year Neil and Jenny Summerson and I have created this charity event to aid the ongoing work of the Fassifern Valley Rotary Club. This club has proved that they give back to the community, far beyond their small club status. Without the generosity and hard work of Neil and Jenny, this event would not happen. Also without the involvement of this Rotary Club, this event would not be possible, as they use their insurance to covers us, which is not afforded privately to Neil and Jenny in a domestic situation.

The Rotary Club also provide members to work taking the entry donation at the gate to providing the food and drinks on the day and in appreciation of our attendance, they also make private donations to our multi prize raffle.



This event does take a lot of organising to make what seems successful actually happen.

It has grown over the years and we take very seriously constructive criticism given to us by attending member on how we can also do better.

We also appreciate the offers of assistance from the motoring community. We had attending members volunteer to assist our members parking safely their vehicles for display.

We also again thank the Brisbane Register committee for again donating towards the hire of the essential toilets.

Allan Hilless and Richard Waterson again donated their musical talents and near the end of the day I was delighted to see Len and Joan Henderson enjoying a dance in front of the stage.

This year we had volunteers going out into the paddock and selling raffle tickets to the assembled car enthusiasts. In fact, we actually sold all our raffle tickets within our allotted time.

However the drawing of the 36 donated prizes went on for an hour, which was far too long and we will address this next year. We thank all who donated prizes to this raffle and those who purchased the tickets.

57 Jaguars or nearly Jaguars attended which made us the largest club attendance on the day. We also had 97 members attend. Again records broken for the third year running!





We know that even more members could make this event a highlight for the year in the knowledge that everything they give goes directly to this Rotary Club. To this end, we will advise the date for the 2018 event well in advance, so members can mark in their diaries and attend and enjoy the passions of likeminded people.

Again, I offered a morning drive before the event from Acacia Ridge via Beaudesert to meet up with members living south of Beenleigh and driving in convoy to the event at Peak Crossing.

As we always ask of attending members, please do not reveal the address or date of this event, so it remains an invitation only event and not attended by the general public.

Enjoy the photos created by our son Scott from TPR Media - [tprmedia.net.au](http://tprmedia.net.au) - as his donation to the day that I have uploaded to our club website.



## E-Type JAGUAR Restoration Manual



**GB17:** E-Type Jaguar Restoration Manual by Classic Motor Cars with David Barzilay, published in 2017 by The Crowood Press Ltd.

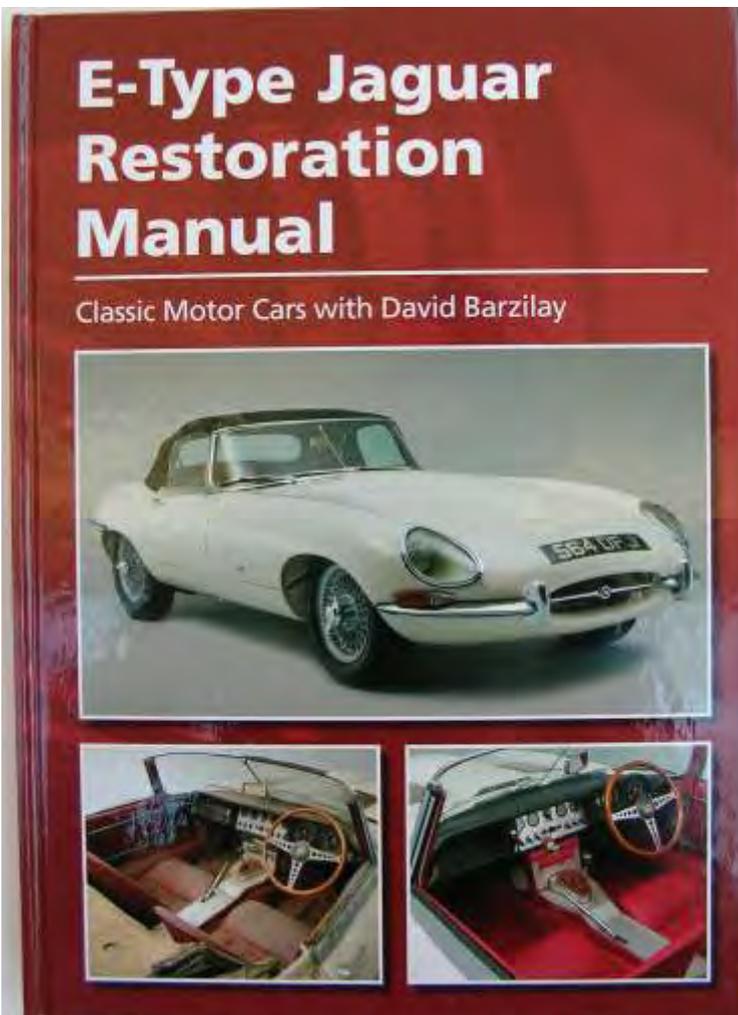
The E-Type Jaguar has been described on countless occasions as one of the most beautiful cars in the world. Over the years it has built a reputation amongst Jaguar enthusiasts and classic car collectors for being the ultimate classic to own.

If you are lucky enough to own one and are planning to undertake the restoration work by yourself, this manual will take you through the full nut-and-bolt restoration of a very early example, E-Type Jaguar Chassis No. 60.

From preparing the work space to dismantling the car, restoring the body, engine and electrical components, plus painting, trimming and much more, the book will show you how the world's premier Jaguar restoration company does what it does best, providing helpful hints and tips and illustrating the restoration process with detailed photographs.

Fundamentally, all six-cylinder E-Types follow the same principles of construction and engineering, with subtle changes as the model progressed. There are similarities too, with the V-12-engined Series 3. So be aware of the differences between your model and the one featured.

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 the latest material go to our Facebook page. For other books, service manuals and DVD's go to our new website, log on, search for the material and click on "Request this book".



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# Darling Downs Register Annual Sports Event

organised by Keiran & Annie Lillis

On Sunday 13<sup>th</sup> August the Darling Downs Register met at Toowoomba City Golf Club Putt Putt Course, for our annual sports day. Competition is usually quite fierce between Ron Formella and Keiran Lillis and a bit of good hearted sledging was going on before hand, adding to the excitement. After morning tea, at the putt putt cafe area, we made our way to the first hole and were instructed that the hole bearing the yellow flag, denoting higher difficulty, was the one we were to aim for. It was terrific fun from start to finish, and with 6-9 shot holes, some of us were really getting our money's worth. I think there were a few 'hole in ones', I know that Alan Buller got one, and also Marie, but unfortunately Marie's was in the 'easy' hole and didn't count. Once each team had finished the 18 holes, we headed for the verandah to add up our scores. With scores totalled and equipment stored, we walked over to the main golf club for lunch in the 'Birdie Room'. Kay organised yet another terrific raffle and it then came time to present the trophies. The 1<sup>st</sup> place and trophy for the ladies was won by Kara Formella, with 2<sup>nd</sup> place tie between Val McAullife and Helen Rolton, and 3<sup>rd</sup> Place Marie Buller. 1<sup>st</sup> place and trophy for the men was won by Ron Formella, with 2<sup>nd</sup> place going to Bruce Dascombe and 3<sup>rd</sup> place to Perry Rolton. Congratulations to you all. Following our meeting many went home but some of us moved out to the main area for coffee and music. Marie and Alan got up and had a couple of dances, and after about an hour or so we made our way home, having had a wonderful day.





IN ASSOCIATION WITH



PRESENTS

# NOOSA BEACH Classic CAR SHOW 2017

SUNDAY  
OCTOBER 1st  
NOOSA HEADS  
LIONS PARK



MARQUE  
OF THE YEAR



HOLDEN

NOOSA  
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SHARE THE PASSION



[www.noosacarclub.com.au](http://www.noosacarclub.com.au)



# TREASURER'S REPORT

with Tony Curtis



# Down Memory Lane



This is the time of the year that the JDCQ receives the bulk of its operating funds from the Membership Fees. These fees have been coming in since late May and are now reducing to one or two transactions per day.

I was pleased to see that most of the Members quoted their Membership Numbers in their Direct Deposits, Internet Transaction and Cheques which made it a lot easier and less time consuming to match up payments with Members and their requirement as regards the number of magazine required.

It is now towards the end of August as I write this report and less than 3 months to the JDCQ AGM in November. I would like all of you to think about the management of the Jaguar Drivers Club of Queensland and offer to help in its running. There are guidelines for all positions on the committee and excellent assistance from current personnel. So if you would like to help, why not talk to the current position holder and see if they are continuing on or not in the position.

Therefore, let's not go through the same anxiety as we did last year and have a smooth transition where required.

I will be continuing to offer my services as Treasurer for 2018, but I know there could be some vacancies.

**It's not hard and it is fun to be involved.**



## Who got it wrong?

I get phone calls and e mails from JDCQ club members with problems in their cars however one was a real lulu when a member enquired if I knew of a good auto electrician who was familiar with MK2 Jaguars. I really could not direct him to anyone that I knew of and asked him what was the problem.

It appeared that he had removed the steering column of his automatic MK2 Jag. to replace the felt bearings which support the inner column from the outer casing. After reassembling the whole thing he hooked up the wiring from the automatic selector switching in accordance with the factory wiring diagram and things went totally haywire. He just couldn't get things to work properly. The starter button no longer worked and selecting a gear ended up with the starter engaging.

As he was in the process of moving from interstate back to Queensland I suggested he bring the car to my place as I am a licenced aircraft maintenance engineer (LAME) and I should be able to sort it out as I am very familiar with MK1 and MK2 cars having had four of the former and five of the latter. In addition I could store the car for him as I had some spare undercover car space as he explained he would be tied up for a couple of weeks in his shifting house program.

Eventually this very beautiful MK2 arrived on my driveway (even my wife Honor was impressed) and the owner showed me what he had done to make the car mobile. He had taken another spare automatic switch and had wired it separately from the automatic selector system. In that way he could start the car and then use the manual selector on the column to move the car.

I was intrigued as to what the problem could be and checked the wiring against my two workshop manuals as well as his workshop manual and another English system which actually broke down the MK2 electrical system into sub sets such as lighting, ignition etc. All showed the same terminal numbers on the automatic selector switch. Hmmm, I was starting to smell a rat.

I removed the spare automatic switch from the car and checked it out with my trusty multimeter. Now the function of this switch is actually two separate switches in the one casing. One switch is the starter inhibit switch which will only allow the

starter to function if the selector is in the "Park" or "Neutral" position. The other switch is to activate the reversing light. This feeds power to the reverse light when "Reverse" is selected. I was able to determine that the terminals associated with each function were incorrect in the original Jaguar manual wiring diagram. What had been taking place was that the 12 volt power which supplies the reversing light was feeding through the circuit to the starter solenoid.

For those who are interested, look at the wiring diagram for the automatic selector switch and re-label terminal 2 as 3 and terminal 3 as 2. In the end it only took 20 minutes to get under the dash and connect the wires to the correct terminals to get the system restored to its correct configuration as envisaged by Sir William Lyons. The owner was obviously happy however one can only wonder who was responsible for this wiring diagram blunder which occurred over 50 years ago.

## Of Rolls Royce's and things

A few other cars have been recently involved in my life. I had a phone call from a friend who used to be a member of the JDCQ however he has departed into loftier realms of Rolls Royce ownership (but he still has a couple of Jags).

It appeared that his 1925 Rolls Royce (RR) generator was not working. This was frustrating as there was a major (RR) happening in a few weeks time was going to need some sort of support electrically i.e. carry a battery charger and a spare battery. I responded to his cry for help by grabbing my ancient analogue multimeter and heading to his home which is in the hills west of Dayboro.

Now this generator is very unusual in that it has a 3 wire connection. The RR system which includes the original factory manual does not give the 21st century mechanic much to go on. It refers to "your chauffeur" on a number of occasions as to "maintaining the correct battery electrolyte levels" and other interesting things to make sure "the carriage is fit for the purpose". However the basic wiring diagram is like nothing I have ever seen before and the logics of the system were like nothing I have ever experienced. There was a basic relay which would short one of the 3 wire outputs to earth but that defied all understanding in modern electrical systems.



With the engine running we tried shorting this particular terminal to earth and suddenly we were rewarded with a rising output voltage. On close examination it was discovered that the contacts on the relay were dirty (as could be expected on a 92 year old car) and a dressing with a strip of 600 grade sandpaper cleaned them up. Having achieved charging voltages and power we were very happy but I am still attempting to fathom out how the system works! The weird thing about this system is that at low revs the output voltage is quite high but at higher revs the output voltage actually decreases. As the RR manual says this is to reduce the chances of overcharging the battery. The manual actually instructs the chauffer to turn off the charging circuit if he suspects this is happening!

### The Hangar Tug

As most readers of this column know I have a couple of aircraft in my hangar at Redcliffe aerodrome. For many years I had a Datsun 120Y coupe in the hangar to move around my ex-RAAF Winjeel which weighs around 2 tons. Everybody told me to sell the Datsun which had become quite valuable as a "cult" car. I advertised it on "Gumtree" and got flooded with enquiries. Eventually it was sold to a young bloke from Toowoomba who turned up with his father and a tilt tray. I didn't think I needed the Datsun any more as I had my semi-retired Rover Rancher rider mower (hot rodged with a Honda engine) available to do the same job. It would tow a Jaguar all over the paddock as I did on a number of occasions.

However as a hangar tug it was a failure. While it would move the Winjeel straight forward and back on concrete or bitumen it wheel spun on the hangar painted floor and when attempting to turn the aircraft tow bar it was the tug that turned not the aeroplane. (Thinks- should not have sold the Datsun).

I decided that I would need another vehicle somewhat heavier than the rider mower and had a bit of a search on Gumtree. One important requirement was to have some place forward where I could attach the towbar as most times the aircraft is towed forwards and backwards with the tow motor facing the aeroplane. I spotted a Subaru Forrester for sale un registered at a local car yard. It had a front "roo bar" as well as a rear towbar. It was a trade in and was being "wholesaled out" meaning the car yard just wanted to be rid of it. I approached the car yard operator who was only too happy to

take me to their "holding yard" where the car was located. It would be I guess an acre or so in area. I test drove the car around the tracks and everything worked including the air conditioning! So we got to the negotiating phase and I hit them with the concept I was not going to try to drive the price down but would require them to lend me a set of "dealer plates" to get the car to Redcliffe aerodrome. They were happy to do this but they took a photo copy of my driver licence and logged me out and back in on time when I returned the plates.

Actually this Subaru drove very well and had no problems at all on the 25 K journey to the aerodrome. I drilled a 13 mm hole in the front roo bar for a tow connection and it certainly handles the Winjeel manoeuvring quite easily. Total cost? \$850. Apart from a bit of rust around the upper front windscreen which would be easily fixed there is nothing wrong with the rest of the car. It has only 200Ks on it and is probably good for nearly double that distance as Subaru motors are very long lived. I suspect we have really degenerated into a throwaway society.

Until next issue

Safe Jaguaring

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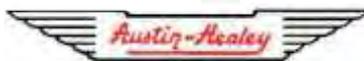
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### **Sunday 1<sup>st</sup> October**

**Breakfast:** Rocky Resort Motel for all

Travel to Byfield Store for morning tea and then to Ferns Hide-a-way

**Lunch:** Lunch at Ferns Hide-A-Way

Travel to Emu Park via Wreck Point lookout and Tanby Road to check out the ANZAC Memorial and Singing Ship. Travel to Rosslyn Bay Resort via coastal road

**Dinner:** Argentina Parrilla BBQ at Rosslyn Bay Resort (Accom available )

### **Monday 2<sup>nd</sup> October**

**Breakfast:** at Beaches

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For further information please contact–

John Large (Chairman) ph: 0408 221 366 email: [jrlarge@bigpond.com](mailto:jrlarge@bigpond.com)

Gerry Ross (Secretary) ph: 0408 745 013 email: [geraldross1@bigpond.com](mailto:geraldross1@bigpond.com)



At the last club meeting, I mentioned that I would put together an article about starting a car especially in winter. It is primarily aimed at older cars as modern cars are full of electronics etc which can play a major part in a car not starting. My aim with this article is to cover the majority of possibilities to aid in identifying the source of the fault and I will do my best to keep it in layman's terms and simple! Generally speaking, it's either no fuel, no spark, the starter or battery.

*The scenario is based on a car with a cold engine.*

A) You put the key in the ignition and turn it to start the engine:-

A1) Nothing happens, not a click from the starter or tick tick from the fuel pump.

\*\*Check if the warning lights are on on the dashboard (ignition, oil pressure, etc).

If YES, then switch the headlamps onto high beam and look at them. If they are dim or go dim within a few seconds then the battery has gone flat.

Did it go flat because something was left on, or it had sat for a long period due to lack of use, or possibly the battery has finally died? There could also be an underlying fault elsewhere in the charging system.

**DISCONNECT THE BATTERY, RECHARGE IT AND/OR GET IT TESTED BY A PROFESSIONAL ONCE CHARGED.**

If NO, then check that both battery cable terminals are secure, clean, tight and not frayed. Check the battery to chassis earth cable, the engine to battery or engine to chassis cable and positive to starter cable (if

able to see it) too. Check if a master or isolator switch has been turned off (if fitted). If all ok, then the battery may have gone completely flat indicating that something was left on.

**RECHARGE BATTERY.** The battery may be drained beyond the point at which it can be recharged and therefore would need to be replaced if it doesn't charge up.

A2) You hear a click (from the starter) when you try and start it but the engine doesn't turn over.

\*\*Do headlamp check as above.

\*\*Lights DON'T go dim. Then its either the starter or solenoid at fault or a loose terminal.

\*\*Do cable and terminal check as above.

B) You put the key in the ignition and turn it to start the engine. The engine turns over but wont start, not even a cough.

B1) Is it fuel?

\*\*Can you smell fuel in the engine bay or cabin after you've tried to start it?

If YES, then that suggests fuel is getting to the engine but there is no spark from the ignition. You can check for fuel leaks in this instance.



**\*\*If the car has an electric fuel pump, can you hear it 'tick tick' when you put the ignition on? If not, then check the fuse. Some electric pumps only supply fuel to demand and don't tick all the time. Mechanical pumps tend not to make any noise either.**

If NO, then fuel supply may be the issue (but unlikely). Do ignition check below.

**B2) Is it ignition?**

**\*\*SWITCH OFF THE IGNITION** and inspect the LT (low tension) wires going to the coil and distributor. Check if frayed, broken or loose terminals. Check the single HT (high tension) cable between the coil and distributor to see if it is frayed, corroded (inside either end of the rubber boots), broken or loose. If all are ok, then it suggests either a faulty coil or a fault within the distributor where no spark is being produced at all. Check ignition points gap and condition if you know how to.

**C) You put the key in the ignition and turn it to start the engine. The engine turns over and either coughs and splutters, or runs then dies almost immediately.**

This suggests that the spark is happening, but there maybe a fuel issue - either too much or too little.

**\*\*Check the choke cable isn't broken or loose and operates ok at both ends (fully on and fully off). Or, if there is a cold start device i.e. an injector, then check that the wiring to it is ok.**

Generally speaking,

**C1) If there is TOO MUCH FUEL** then you may start to smell it and the car will be harder to start as the spark plugs become wet with fuel until they won't spark at all. It could be that the carbs need to be checked for over fuelling.

**\*\*Leave the car to sit for about 10mins and**

then try to start it again without the choke initially; if it starts, then reintroduce the choke slowly to stabilise the idle speed. The engine may run rough for a while due to being flooded previously. This 'misfire' usually clears by itself, however if it remains (after revving or driving it) then the spark plugs would have to be removed and dried/cleaned.

**C2) If there is TOO LITTLE FUEL** then it could be the choke mechanism not working or operating correctly. The carbs may need to be checked for a blocked jet and/or a fuel supply to them. A classic symptom of under fuelling or a weak air fuel mixture is a 'pop' or backfire up through the carbs to the air filter.

Under all circumstances you shouldn't crank the engine over for more than about 10 seconds on each attempt to start it. After 5 or 6 attempts leave it for a few minutes to cool (the starter), and also let the battery recover slightly too. Flattening the battery trying to start a car just adds a new problem into the equation. In addition, in manual cars, always push the clutch down before starting the car. Ensure all electrics are switched off to preserve battery life including interior lights, radios, interior fans as they all sap battery power until the engine is running and charging.

This is a guideline only, and I can't go on to advise how to test for a spark or fuel pressure, or 'hit' the starter motor etc due to liability and legality issues, plus it would make this check list quite substantial...think Haynes manual or other.

If you are in any doubt, feel free to call me for a chat to see if I can help over the phone - 0405 090 774. Good luck.



## “Christmas-in-July”.

The venue chosen for the JDCQ Classic Monocoque “Christmas-in-July” for 2017 was the same as that chosen for 2016, The Darling Downs Hotel. Why change a successful formula. The Darling Downs Hotel is more commonly known as the Sandy Creek Pub and is situated about 10km outside Warwick, Queensland, on Sandy Creek Road at the start of the Sprint Route through to Leyburn. This historical hotel is the perfect place to stop, relax and unwind on the wide verandahs or in the rustic beer garden. Being off the main road the relative silence is only broken by the endless chewing of the cattle across the road creating an atmosphere that is conducive to relaxation with good food, good company, and good conversation. Publican Gary is always happy to have a chat so making the arrangements for our lunch is a piece of cake.

Our numbers were reasonably small, no doubt

because of the plethora of events on our calendar at this time. As it turned out our numbers were just about right for the relative cosy environment of the Dining Room. We arrived after having been stopped at a Breath, Licence & Registration check by the police just on the outskirts of Warwick. He mentioned that they had stopped a couple of other Jaguars and laughed when Valerie explained that we were all on our way to the pub for lunch. On arrival the car park was full to the brim with Four Wheel Drive vehicles [and not an F-Pace in sight] as the Land Care Mob were having a meeting in the Lounge but off to one corner was a pride of Jaguars.

Meal ordering was “off the menu” as is usual for our lunches. Robyn, who, with great good humour, takes the orders and delivers the food, managed to have everybody served as close to the same time as possible. After lunch we held





what now seems in the JDCQ to hold the obligatory "Trivia Quiz". Barry and Kay Challenor had provided a number of as Kay put it "little prizes" while Perry and Helen Rolton provided the major award. Thanks Barry & Kay and Perry & Helen. Our Register Secretary and Quiz Master extraordinaire decided not to follow the usual format for this type of quiz or even the ridiculous format used for the Classic Monocoque Register Christmas at Bestbrook but to try to introduce a pseudo quiz where if possible only one person knew the answer to each question. There was one failure, however. To the question - Which Lady is wearing mismatched socks? The Lady awarded the prize was not wearing mismatched socks having changed them before she left home, but she was always going to win a prize as she and the Quiz Master have been engaged for a long time in what is known in polite circles as an affair of the heart. Entirely by luck and coincidence every couple [which is remarkable when husbands and wives were at separate tables] won a prize, although it could be said that some didn't know that they knew the answer to their question until they won. Barry Challenor won the major prize for his answer to the question - Who has a Mk2 or Mk2 derivative in the car park outside. Bill McMonagle wasn't sure of the answer [Honor was] but he won for having the most Jaguars at home. He came of course in the X300 as would any sane person who had to drive that far to support the Club. I think he said he left home at 8.00am or something to get there on time. A long drive for a meal.

The chat continued long after the meal was over. The Land Care people having moved on to do land caring things, we eventually spread onto the verandah where nobody seemed to be in any hurry to head home. Robyn, our looker after,

had asked me last year if there was any chance of a ride in a Jaguar, which I promptly forgot in the excitement of the day, but I remembered when I saw her taking some photos so asked Julio [who had the XK8 with the roof off] to take her for a little spin. He did and she seemed delighted with the ride

when they returned - Thanks Julio. Eventually Julio headed back home, Tom headed back all the way to Warwick. Barry & Kay, Alan & Marie, Perry & Helen, David & Fay all headed off in the general direction of Toowoomba. Bill & Honor departed to see some sights and Valerie left in time to get all the way back over the 28km to home just in time to pick up our mail from the Post Office.

We all had a lovely day and will be back there again next year. And just in case anybody was wondering I had a couple of glasses of water and a coffee earlier in the day and another coffee with Gary as we chatted after the event.



For those of you who were slightly confused by my reference to "Love Lane" in the previous issue of the Burlblings. I must have been a wee bit confused too as the real name of the lane is Burnett Lane. It runs parallel with and between Queen and Adelaide Streets and from Albert to George Street. It was/is fairly narrow and surrounded by what we thought at the time to be high rise buildings. The net result being that exhaust noises resounded off the buildings and the lane was long enough to work up through the gears before going back down the box at George Street.

Another top spot was the car park now known as the Wickham Terrace Carpark. Early every morning they used to hose the place down so that if you got there before the mob the climb up the various levels was perfect for a little squirt in second gear at each corner to get the tail way out. A little squirt was all that was necessary as the concrete pillars were not known to be soft to hit. Ah, the good old days.

We were talking the other day about Boys being Boys and Girls trying to be Boys and the clash with the Fun Police who think it right and proper to confiscate somebodies pride and joy and crush it to teach them a lesson. What is the use of a big V8 if you can't do a burnout. Well of course you can but the afore mentioned do good Fun Police are the ones who say you can't.

The Summer Nats in the ACT have a burnout competition that brings huge crowds to a venue that is really just a bit of bitumen carpark or something with a few cement barriers to keep things in check. Just how hard would it really be to provide a number of such venues for the lads to have a go. I hear this morning that the Sydney Council is spending \$10M to build a loop of something that they are going to call a cloud, but they have no money for useful purposes. Here in Queensland, nobody, especially the government, has any idea what's happening, so it is no good expecting anything from them. . Maybe, and here is a novel idea. How about some of the motorcar clubs who in their constitutions "promote motor cars and driving" could join together and do something positive. But that might mean having to co-operate with the inferior beings from lesser model car clubs. All together it would be best to

spend mega dollars on bigger and better crushers. As a closing statement the development of new housing estates also served a useful purpose as a place to go for a bit of a fang. The loose gravel on the new bitumen was a good place to get a bit sideways and if you hit a curb and broke a few spokes in your wire wheels - that was your fault wasn't it.

Sometimes you have a day where everything seems to go wrong don't you. Well for us that is the month just past. As those who are interested are aware the Leyburn Historic Sprints have just been held. My son Cameron was going to have a bit of a drive but wanted to spend a bit of time in the car first [as did his father], so I sent an e-mail to Morgan Park explaining the reason and asking when the next test day would be held. I received no response but the date of the 26<sup>th</sup> of July appeared on their website as a test day. Beauty, check out the car and Cameron takes a day off without pay. Load up and off to Morgan Park only to be told at the gate that they have decided to resurface part of the track. "don't blame me says the official, you are not the only ones we have turned away." Not a real big problem, because now we will be ready for Leyburn nice and early. But first a trip to Brisbane for Valerie, then a coupla days down there for me. But still plenty of time. Eventually I decided that I needed some more Silicon Brake fluid. The last lot I bought in Brisbane on a tip from John T. But that was the last bottle as all the racing types are now using some super dooper mineral fluid. I only needed a couple of tablespoons full but didn't have that much in my bottle. Barry Challenor had told me about a bloke in Toowoomba who has it but Barry didn't answer the phone and I've misplaced his mobile number. A day on the phone and I can source some in Warwick [in about a week] if I buy a full carton costing many, many hundreds of dollars. While mucking about in the shed I found the bit of paper where Barry had written the contact details of his man in Toowoomba. A quick call and the next day a trip to Toowoomba. Only three days wasted.

Now we are both near the age where the Government has decided we are unsafe to lot loose in a motor car, so off to the Optometrist, then off to the Doctor [requires a special appointment] another two days lost. The form said it could be posted in to the Main Roads but Valerie



decided it would be better to take them in to the local office. Wrong, Wrong, she came across a person [there is no way I could call her a lady] who must have at least been Hitler's training officer. Valerie had taken in both forms but apparently I had to report in person. The poor thing had very poor powers of comprehension as she would place a finger on an important word on the form, such as my surname then search the database on the screen for a match then check the form had the same name as she found on the screen. Nobody would ever prove that she had made a mistake. She reminded me of a meeting with a union official when I was trying to sack a bloke. The union official that I could not prove that the bloke had done nothing wrong whereas I maintained that I couldn't prove he had done anything at all. Suffice to say that it took two hours and at the end she said "have a nice day". Valerie said I was impolite to say you have already ruined it".

One thing after another went wrong. Brake fluid leaks that weren't, other problems that didn't exist culminating with me tripping over the tow bar while walking backwards dragging the air hose to check all the tyres [Lancer, Trailer & Towcar]. Bounced against the Lancer, then the Ford then the Lancer again ending with me on the garage floor. Anyway after a bit of TLC and band aids etc we were on our way.

On the way to Scrutineering there was a slight grinding sound from the left front brake area. The front hubs were manufactured/machined by a firm in Sydney that did hubs for all the Majors & Lancers after a few cracked. Mine must have been the prototype as the wheel studs are ever so slightly in the wrong place so that it takes a puller, blocks of wood, large and small hammers and lots of patience to worry them off. Even harder to get back on. [I have stretched a couple of wheel studs tightening the nuts to pull the drums back. Then had to replace the studs]. I had, of course, forgotten to load the jack but luckily was able to borrow one. Just about to start work when along comes Little John from Warwick. We don't really know his name but he always turns up and wants to help even when he doesn't. Jacked up the car and he reckoned the wheel nuts were loose. Rubbish as they were tightened using a tension wrench. The front brake shoe seems to be coming on when the pedal is pushed but not coming off. Nothing seems to fix it so we give up and put the wheel back on.

A night with very little sleep after about 2.30am as Cameron is looking forward to his drive. But he won't be if the brakes are dodgy, so the plan is I will do the first run and if it's no good we will put the car away.

I have the first drive and the car is great. The weekend just keeps getting better and better. We end up having the best Leyburn ever. All I can put it down to is that the drum initially wasn't seated properly when I replaced it and Little John re-tightening the nuts fixed it.

As a post script when I unpacked my box of bits for the Lancer there was an unused bottle of silicon brake fluid.

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 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.

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## 1967 Jaguar S Type

3.8 man O/D

Matching numbers- block, head, gearbox.

Owned by me last 26 yrs,

Old restoration, needs another tidy up.

\$1000 just spent on brake parts. Runs reliably.

Insured for \$20K - how close can you come?

**Ring or SMS 0422226911** for further info and more photos

**Max Parnell - Noosa**

## Parts & Accessories

**Brand new reduction starter motor to suit 4.2L Jaguar engine**

**Price: \$200.00 ONO**

**Contact: George  
Mob: 0418 960 454**



## Parts & Accessories

**Brand new A/C compressor and 12V clutch suit E Type 4.2 L engine**

**Price: \$275 ONO**

**Contact: George  
Mob: 0418 960 454**



# JDCQ COMMITTEES & OFFICIALS 2017

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Library	Ray Hodges	38207681		library@jagqld.org.au
Regalia	Jaimie Cook		0431 524 643	regalia@jagqld.org.au
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Historian /Points collator	Ray Carter	3847 6262	0414 785 940	historian@jagqld.org.au
Regional Liaison -	Jim Bowden		0412 991 747	liason@jagqld.org.au
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## Representatives

Concessional Rego Info	Lloyd Andersen	3294 8960		concession@jagqld.org.au
GEAR Representative	Alan Hannah	3209 6517		gear@jagqld.org.au
ACJC Delegate	Tony Herald	5496 7995		acjc@jagqld.org.au
QMSC Representation	Ron Rumble	3289 3381		admin@ronrubble.com.au

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Chairman & JDCQ Vice President	Terry Cooper	5594 4688	0419 748 507	terry.cooper5@bigpond.com
Vice-Chairman	David Willmott	5593 2524	0408 455 249	davidanthony56@hotmail.com
Secretary	John Porter	5533 2826	0411 119 844	jm.porter@bigpond.com
Treasurer	Di Cooper	5594 4688	0419 748 507	terry.cooper5@bigpond.com
Editor	Robin Kup-Ferroth	5576 2134	0412 590 458	robink4@optusnet.com.au
PR & library	Ron Gaudion	5594 5205	0432 918 112	gaudfree @ gmail.com
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Vice Chairman	Chris Millard	4936 2674	0428 176 430	cmillard@bigpond.net.au
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Chair & JDCQ Vice President:	Bruce Dascombe	4630 8274		bnjdascombe@sctelco.net.au
Vice Chair:	Barry Challenor	4696 2278		kakie455@bigpond.com
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### Sunshine Coast Register.

18 Longwood Drive, Peregian Springs, 4573

[jdcqsunshinecoast@jagqld.org.au](mailto:jdcqsunshinecoast@jagqld.org.au)

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Lindsay Price

5494 7930

[lindsay@outlook.com](mailto:lindsay@outlook.com)

Vice Chairman

Col Pickering

5445 1608

[colinpickering@optusnet.com.au](mailto:colinpickering@optusnet.com.au)

Secretary:

Margaret Day

5493 4801

[marg-day@bigpond.com](mailto:marg-day@bigpond.com)

Treasurer:

John Herbert

5471 3886

[herbert.casino@gmail.com](mailto:herbert.casino@gmail.com)

Editor

Ray Judd

5447 7282

[rayjud@bigpond.com](mailto:rayjud@bigpond.com)

### Wide Bay Burnett Register:

76 Lenthall Street Aldershot 4650

[aergbock@bigpond.com](mailto:aergbock@bigpond.com)

Chairman & JDCQ Vice President:

Arthur Bock

[leev.buckley@bigpond.com](mailto:leev.buckley@bigpond.com)

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Lee Buckley

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Treasurer:

Paul Mittleheuser.

[william.buckley@bigpond.com](mailto:william.buckley@bigpond.com)

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MkVII, MkVIII, MkIX

### Classic Monocoque

Bill McMonagle 3882 0903

Robin Todd 4664 8509 [randvtodd@bigpond.com](mailto:randvtodd@bigpond.com)



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420 Compact



Mk10, 420G, DS420

### E type & F type

[eandftyperegister@gmail.com](mailto:eandftyperegister@gmail.com)

Tony Nelson 3395 1302

Clive Arnold Ph: 0403 054 846.



EType



FType

### Classic XJ

Alan Buller 0432 088 167 [abuller5@hotmail.com](mailto:abuller5@hotmail.com)



XJ6, XJ12, Series 1, 2, 3



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XJ 351

### Modern Compacts

Ray Carter 0414 785 940 [raycar5555@yahoo.com.au](mailto:raycar5555@yahoo.com.au)



Stype



Xtype



XF



XE

# 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



Title .....Surname .....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 (1<sup>st</sup> July 2017 – 30<sup>th</sup> June 2018):**

**Option A** \$105+ \$50 Joining Fee = \$155 (includes GST) - Option A includes Qld Jaguar Driver

**Option B** \$145 + \$50 Joining Fee = \$195 (includes GST) – Option B includes Qld Jaguar Driver + Jaguar Magazine

**Half Year Joining Fees (1<sup>st</sup> December 2017 – 30<sup>th</sup> June 2018**

**Option A** \$55 + \$50 Joining Fee = \$105 (includes GST)

**Option B** \$75 + \$50 Joining Fee = \$125 (includes GST)

Option Chosen: **please indicate your choice**

<b>A</b>	<b>B</b>	<b>Total of Payment Made</b>	<b>\$(inc GST)</b>

<b><u>Office Use Only</u></b>	
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](http://www.jagqld.org.au)





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