

*Queensland*

# JAGUAR



*Driver*

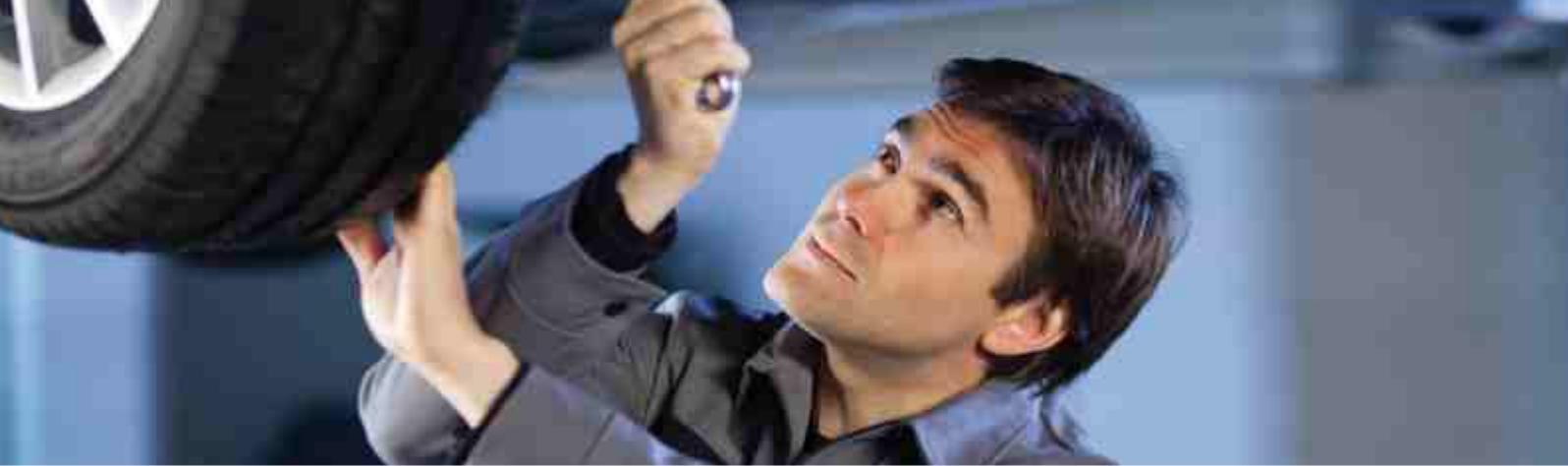
*March - April 2018*



Visit the Web Page - [www.jagqld.org.au](http://www.jagqld.org.au)

Find Us on Facebook - [facebook.com/JaguarDriversClubOfQueensland](https://facebook.com/JaguarDriversClubOfQueensland)

Official Journal of the  
Jaguar Drivers' Club of Queensland  
Print Post Publication  
Number 100023288 \$5.00



## **PACIFIC JAGUAR**

**FOR YOUR SERVICE, PARTS & ACCESSORIES**

Jaguar Genuine Parts, Accessories, Lubricants and Chemicals are specifically designed for Jaguar vehicles. Get the best performance from your Jaguar with our Free Vehicle Health Check. Plus

- Save 10% on all Genuine Jaguar Parts & Accessories
- Save \$50.00 on any Service
- \$1000 free Genuine Accessories on any New Car Purchase

For all Service, Parts & Accessories enquiries please call - 5458 9786

**THE ART OF PERFORMANCE**



**PACIFIC JAGUAR LMCT1015043**

120 Sugar Road, Maroochydore

(07) 5458 9786 [www.pacificjaguar.com.au](http://www.pacificjaguar.com.au)



**92 GRANITE STREET  
GEEBUNG Q 4034**

**Phone: 3216 2054 Mob: 0409 479 962  
Email: [classicandprestige@hotmail.com](mailto:classicandprestige@hotmail.com)**

- \* Servicing & Mechanical Repairs on ALL Jaguars from 1936 1.5 litre to current
  - \* Diagnostics for XJ40 through to current XF
  - \* Large range of used components
  - \* Body and rust repairs
  - \* Facilities for other prestige marques including Rolls Royce
  - \* Quality correct replacement parts used

Contact Aaron Goldman to discuss your specific requirements

# Queensland Jaguar Driver March - April 2018

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



### EDITORS MESSAGE

Hi Everyone,

Well, here we are in 2018, Happy New Year everyone, I hope you have all had a good start to the year. Our, new , JDCQ committee are now well into the swing

of things, as are the new committee members in the various registers. It has been very encouraging to see our new President getting out amongst the registers. Jim and Maureen came on our last run with us and I hope had a lovely day, we certainly sent them home exhausted. My Terry has taken on the role of Historian, so it is going to get quite busy in our household, with us both vying for use of the laptop.

In this issue I have added a half page or so of apologies for my bloopers, I do try to get everything right and not forget anything but I seem to fail each time, but ,none of us are Gods, we are all mere mortals doing the best we can to do a good job. That's all from me, so until next time,

Best wishes, safe travels and keep those articles coming in, from your Editor, June

### Contents

JDCQ Club Calendar March/April/May	2
Jaguar Life with President James (Jim) Reid	3
JDCQ Australia Day BBQ	4
Alan & Marie's Morning Coffee Run	7
JagWags Corner	7
JDCQ Brisbane Register Report	8
Jaguar National Rally 2018	11
Liberty Aero Engine Description	12
Membership News	14
Vale - Charles Maclean	14
Obtaining Parts for Older Jaguars	15
JDCQ Gold Coast Register Report	16
Correct Convey Procedure	18
Treasurer's Report	19
JDCQ Darling Downs Register	20
Blunders and Bloopers	23
Sporting Meeting 2018	24
60th Anniversary of Ecurie Ecosse	26
Why is Club Membership Ageing	29
Nuts and Bolts	30
Membership News	31
Useful Tyre Information	32
JDCQ Classic Monocoque Register	34
JDCQ Mk2 Burlblings	35
New Cars for 2018: Jaguar	37
Library News	38
Getting to know...	39
Classified Adverts	40
JDCQ Committees and Officials	42
Model Registers & Contacts	43
Membership Application Form	44



### 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

The new F Type Jaguar, front view,  
on display at JDCQ Australia Day BBQ  
courtesy of Springwood Jaguar  
Photo by Terry Whitehouse

### Next Jaguar Driver Magazine.

Deadlines for  
Closing Date for Contributions 21st April 2018  
Classifieds Deadline 19th April 2018

### Life Members

Margaret Rowse,	Roslyn Bendeich,	Ron & May 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,	Terry & Di Cooper.

Printed by Redback Print 2/77 Gawain Road Bracken Ridge Qld 4017 Shop Phone 07 3261 4035

# Queensland Jaguar Drivers Club

## Forthcoming Events

### March 2018 Calendar

Wednesday 7th	Gold Coast Register	Morning Tea Run D. Willmott
Tuesday 13th Yeronga Services Club	Brisbane Register	General meeting and member interest speaker contact Joy Cooper joy.cooper@cooperation.com.au
Wednesday 14th	Monocoque Register	Lunch Warwick Golf Club contact Robin Todd 46648509
Sunday 18th	Sunshine Coast Register	St. Patrick's Day Run organisers Marg & Joe Day
Sunday 25th	Outing Capricornia Register	Drive to Calliope for morning tea then drive through Boyne Valley to Many Peaks Hotel
Monday 26th	Gold Coast Register	Monthly Meeting
Tuesday 27th	Darling Downs Register	10am City Golf Club Toowoomba South Contact Alan Buller 0432 088 167

### April 2018 Calendar

Sunday 8th	Darling Downs Register	Mystery History Run organised by Bruce & Jeanine Dascombe bnjdascombe@sctelco.net.au
Sunday 8th	Brisbane Register	Cruise to St. Helena contact Ruth 0418188090 or Phil phil.ruthb@gmail.com
Wednesday 11th	Monocoque Register	Lunch Railway Hotel Allora contact Robin Todd 46648509
Sunday 15th	Gold Coast Register	Luncheon Run organiser D. & L. Kennedy
Sunday 22nd	Capricornia Register	Morning Tea & Meeting at Curtis Park Rockhampton, then lunch at Glenacre Homestead
Tuesday 24th The Barn, 1709 Flagstone Creek Road	Darling Downs Register	Morning Coffee Run 10am contact Alan Buller 0432088167
Monday 30th	Gold Coast Register	Monthly Meeting

### May 2018 Calendar

Wednesday 2nd	Gold Coast Register	Midweek Run organiser D. Willmott
Wednesday 9th	Monocoque Register	Lunch Jacqui's Café Warwick contact Robin Todd 46648509
Sunday 13th	Gold Coast Register	Mothers Day Luncheon organiser R. Gaudian
Sunday 27th	Capricornia Register	Morning Tea at Tannum Sands Beach, then Lunch at Rock Salt Restaurant
Monday 28th	Gold Coast Register	Monthly Meeting
Tuesday 29th at In Bound, Toowoomba Railway Station	Darling Downs Register	Morning Coffee Run 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 James (Jim) Reid*



Now that the festive season is past, and the new year activities have kicked in, it is time to look at the year ahead.

Maureen and I started the new year with 68 other members and friends at Wivenhoe Dam for our AUSTRALIA day picnic, thanks to Jim Bowden and Lucy Saunders, see my report in this issue.

Last Sunday we attended a run with the Darling Downs Register, and we must give some big thanks for the reception we received and how we were made so welcome. Sunday the 18<sup>th</sup> of February is the ACJC meeting in Sydney, we will be driving down as some time spent with family will be also be great.

The JDCQ has passed a motion to present all past presidents with a new name badge with Past President included under the name, I will give more information on this small recognition these members deserve, later.

The committee also discussed the awarding of merit awards and we will be updating an old 2002 attempt to clarify this procedure and include the update in the procedures.

I would like to thank RON Rumble for being JDCQ Representative to the QMSC (Qld Motor Sport Council) and for his many years in various rolls on the committee. Ron has now found that his business commitments have seriously impacted in spare time activities and must now retire from officer duties, THANKS RON FOR YOUR DEDICATION.

I would also like to thank Terry Whitehouse for offering to take up the position of Historian, THANK YOU TERRY from all the committee.

Tony Curtis is finalising a storage place, so all historical records can be in one place instead of cluttering up members garages, if you have any historical paperwork or other gear that would fit into 45 ltr storage bin please let me know and I can pick it up and give your garage space back to you.

Finally, I would like to welcome our new members, Laurie & Pamela Pappin, Brad Dorman, David Cowderoy & Mark Tanner, I look forward to catching up with you all soon.

HAVE A HAPPY, SAFE AND HOLY 2018

James (Jim) Reid

# JDCQ Australia Day BBQ

written by Jim Reid photos by Terry Whitehouse (unless captioned)



With pleasure, it is my first duty to write the report on the 2018 BBQ at Wivenhoe Dam. The day started about a month ago with the new committee being requested by Jim Bowden to organise the Australia day activities, we made a great decision to allow Jim to take lead. Jim Bowden recommended we present a BBQ to all, with a glass (plastic) of bubbly to all ladies who wished to partake. We also supplied the drinks left from the AGM, almost all consumed. The day started with Maureen and I arriving at the BBQ site with the BBQ, table and two boxes of gear to use on the day, Jim & Lucy arrived soon afterwards and we setup ready for cooking. The members started arriving at about 10AM, those who availed themselves of the opportunity for an early run with either Clive Arnold or phil Sperryn & Ruth Body, thank you for organising these runs.



The attendance register showed 68 people attended, your new committee must be congratulated for all the work that was put into the day.

Jim Bowden and Lucy Saunden were busy setting up the BBQ while I was presented with the Presidents shield, well done Tony, while Ruth Body and Lorraine Anderson were busy making sure everyone signed the attendance register and I could not believe but we had five registers represented. The next job was drawing the raffle, June Whitehouse was the ticket seller, thanks June and congratulations to the two winners, I believe all in attendance were winners.

By this time, the cooks, Jim Bowden and Terry Whitehouse were ready to serve up a great lunch, thanks team.



An interesting meeting I had with Laurie & Pamla Pappin who are wanting to join our club, on general discussion Laurie mentioned that he was President of the forerunner of our present club between 1970 & 1971, I look forward to further discussions at a future meeting.

We must make a big thank you to Springwood Jaguar for arranging Ian Ashley to bring the beautiful F Type for our inspection and Lorraine who helped around the BBQ.

The day rounded off at approximately 2.30pm, we all mucked in and left the site in a very clean state. Again, I must thank the new committee for all the work that was put in to make the day such a success, THANK YOU.

All the best for 2018 to all our members.  
JIM REID President

## Message from Chairman with Ian Lind

Firstly my thanks to Ruth Bodey (ablely assisted by Phil Sperryn) for our latest Cat Chat edition 6. There is not a huge amount extra that I need to mention. Cat Chat gives you a preview of some of our anticipated events for 2018 Saint Helena in April, Kingaroy and the Bunya Mountains in June, and Jumpers and Jazz in July. It also notifies Brisbane Register Members of our next General Register Meeting on 13th of March. Our first Register run for 2018 organised by Barry Cooper, the day run to Boonah and through the Lockyer Valley to Gatton was a great success through green and fertile landscapes. We enjoyed the company of those from the Darling Downs Register and it was particularly nice to see June Whitehouse whose contribution as Editor of our Magazine is appreciated by all of us. The secondary roads that Barry had reconnoitred earlier for this trip were free from traffic and our convoy remained intact for most of the run. Barry will be doing an article in our magazine about this trip.

The theatre evenings Jeanette introduced have proven to be well received, 'Mama Mia' and 'Rocky Horror Picture Show' were well patronised and enjoyed by all those who attended them. If people continue to enjoy these theatre gatherings Jeanette may continue to organise more outings this year. Our AGM on 31st January resulted in the following committee for 2018. Chairperson Ian Lind, Secretary-Treasurer Joy Cooper, Assistant Secretary-Treasurer Neil Summerson, Committee Members Lloyd and Lorraine Andersen, Phil and Ruth Sperryn, Jim Bowden and Lucy Saunders, Brian Hine and Jeanette Lind.

Your Brisbane Register committee will meet again on 8th March before the General Meeting on the 13th March to discuss further matters for 2018 and to arrange more social, and sporting events and the Christmas Party Luncheon to keep our register members interested and active in 2018. You will be informed of the results of our deliberations at the General meeting in March at Yeronga Services Club.

In the meantime 'Happy Jaguaring' and try to combine with some of our other registers and gain a greater knowledge of their patches of turf, and also to meet new and interesting people with similar interests.

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 restricted use Contact editor for further information.**



# Alan and Marie's Morning Coffee Runs

written & photos by June Whitehouse



On 30th January about a dozen Darling Downs people met up at Inferno's Restaurant Toowoomba, for Alan and Marie's, first Morning Coffee run of 2018. Whereas we were plentiful with Jaguar members, not so with Jaguar cars, with four of them deciding they didn't want to go out that day, but it all adds to the 'fun' of driving a Jaguar car. There was a lot to catch up at the ladies end of the table, as some hadn't seen each other since our terrific Show and Shine event, and with females, apparently needing to get out 20000 words a day, that's a lot of catching up. Of Course, with four Jaguars at home sick, there is no guessing what the men were talking about, I'm sure by the time everyone went home, all of the problems had been fixed, mentally if not physically.

This is one of the wonderful things about the

monthly coffee runs, apart from the ladies sharing gossip and such, the chaps get to discuss their car worry's, and between those present, more often than not, a solution or offer of help comes up.

Alan and Marie put a lot in to the organising of their coffee mornings, not just booking a venue, but checking it out before hand, even a cafe we have already visited gets another check to make sure it is still up to par. They have made members from Brisbane and the Sunshine Coast welcome. to many of the coffee runs and welcome feedback regarding the various venues. They are also mindful of those members outside of the local area, and arrange venues down the Range and some way out the other side of Toowoomba. I know that all those who have attended one of the coffee runs, are grateful to both Alan and Marie for their organisation. So,, Thank You Alan and Marie for a great job, well done.



## JAG WAGS CORNER

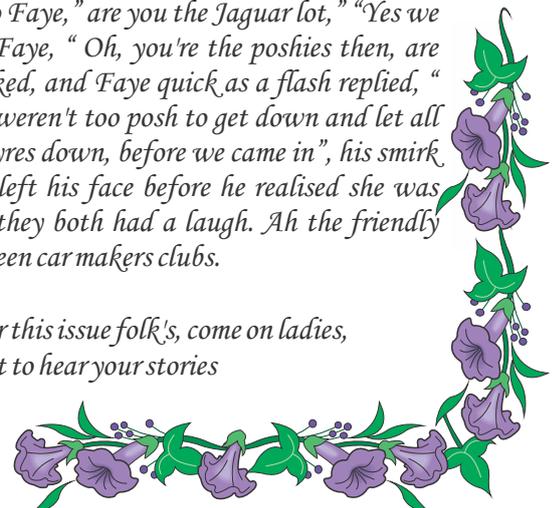
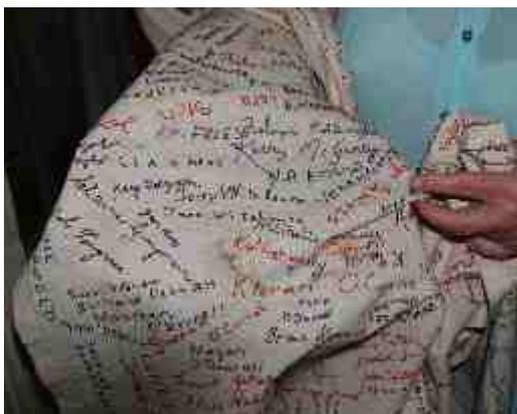
*I have two stories for you this time, both taken from the Darling Downs February Run.*

*The first is a somewhat personal event that I would like to share. As part of our February day out we visited the Historic Museum in Crows Nest, this is a village set up with cottages, school, church, garage, post office etc etc. In one of the cottages there was a small round table with three tablecloths on it, on closer inspection I realised the tablecloths were covered in embroidered names, my memory immediately took me back to 31 years ago, when Terry and I visited this same museum, and for a couple of dollars got to sign a cloth, that would later be embroidered. A couple of the ladies joined me in my frantic search to see if we had been immortalised. A colour code was embroidered in the centre of each cloth, and we eventually found that 1986*

*was in brown thread. On scanning all names in brown lettering we came across June Whitehouse and Terry Whitehouse, It was such an exciting moment for us and the other ladies joined in our excitement. Terry took the attached photo, for all to see. I hope it won't be another 31 years before we return again, basically because I would then be almost 99 and it might be a bit much for me.*

*My second little story happened later in our travels that day, we arrived at our lunch destination, the Farmers Arms in Cabarlah, to discover the best parking spaces had been taken over by the Ford Car Club, who were also lunching inside. As we walked through to our reserved table, one of the Ford club chaps said to Faye, "are you the Jaguar lot," "Yes we are" replies Faye, " Oh, you're the poshies then, are yer" he smirked, and Faye quick as a flash replied, " Yeh but we weren't too posh to get down and let all you blokes tyres down, before we came in", his smirk temporarily left his face before he realised she was joking, and they both had a laugh. Ah the friendly rivalry between car makers clubs.*

*That's all, for this issue folk's, come on ladies, I really want to hear your stories*



# JDCQ Brisbane Register

*written by Barry Cooper photos Jeanette Lind*

## Brisbane Register Boonah to Gatton Run

Sunday 18 February 2018

With a desire to put the “drive” back into the Brisbane Register of the Jaguar Drivers Club of Queensland I proposed to the Register committee a run from Boonah to Gatton with the rider that it would be good to do in winter. The committee thought it was a good idea and put it in the calendar for February. Winter? The proposal was to meet at Flavours Café in Boonah at 9:30 AM for morning tea and then drive to the Lockyer Valley Cultural Centre in Gatton for lunch. Flavours Café has new owners but Mark and Jennifer continue the great country hospitality with their friendly staff, good coffee and tasty treats. The weather in the week prior was extremely hot with violent afternoon storms but the forecast for Sunday was 36 in Gatton but no storms. Fortunately all participants had air conditioned Jaguars including S-Types, X300s, XK8, F-Type and F-Pace (plus a Landrover but it is a JLR product) so all travelled in true Jaguar comfort.

The usual route is via the Cunningham and Warrego Highways which is 103 kilometres of boring traffic. Instead, the 16 enthusiasts who met at Boonah were treated to a pleasant 100 kilometre drive mostly on quiet country roads via the villages of Rosewood, Grandchester and Laidley. Once we left the Cunningham Highway I think only three cars were met coming from the opposite direction.



Upon arrival at the Lockyer Valley Cultural Centre, parking was in short supply but once found we met with Darling Downs Register members and some more Brisbane Register members who had gone directly to Gatton. The Staging Post Café is housed in the Centre and despite the large crowd the kitchen was able to have the individually ordered lunches on the table very quickly. Once again true country friendliness was evident in all the staff we encountered. Everyone enjoyed the chance to chat with other members and there was much swapping of places to speak with others. Feedback suggests that members enjoy events like this so why not check out the Club Calendar as there are similar opportunities arranged by other Registers too and all JDCQ members are always welcome to attend.



### **Notice Bunya/Drive walk rescheduled to 8th 9th 10th June 2018**

The Bunya/Kingaroy - Drive/Walk/History (all inclusive) tour of the South Burnett region which was previously scheduled to take place last October was postponed due to certain venues and the Bunya walking track being inundated with mud during the October wet weather event – however -

The good news is that after consultation with the Kingaroy Observatory Astronomer this drive will now take place on **June 8th 9th 10th June.**

More advertising closer to the date – stay tuned. No need to register just yet but if you need to find out more email phil.ruthb@gmail.com or phone Phil and Ruth 0418188090



### ***NOTICE CONCESSIONAL REGISTRATION***

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

JDCQ President

### ***DISCLAIMER***

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



# Vines to Sea

## 49th Jaguar National Rally 12 - 20 April 2018

Barossa Valley 12—16 April  
to

Victor Harbor 17—20 April

McLaren Vale Vintage Classic 21—22 April (Option)

Jaguar Drivers Club of South Australia proudly hosts  
the Jaguar National Rally in April, 2018.

Full Rally program and registration  
details available soon at

[www.jaguarnationalrally2018.com](http://www.jaguarnationalrally2018.com)



# JAGUAR NATIONAL RALLY 2018

## Jaguar Drivers Club of South Australia is proud to be hosting the 49th Jaguar National Rally in April 2018

Our aim is to give you an affordable National Rally that will be informal and catering to both the Jaguar enthusiast and the non-enthusiast, to suit both men and women. We will offer a range of activities from Car Museums to cooking demonstrations.

Our rally will be longer than normal. One reason being it is a long way to travel for a few days. We plan to have a flexible format that you can opt in and out for all events.

The first four days will be based in Tanunda, the heart of the Barossa Valley followed by four days in the coastal town of Victor Harbor. Both locations offer a choice of accommodation and are an easy one hour's drive to Adelaide. During our time, together we will have plenty of excursions and events for you to attend. Although we will have our formal Display Day and Sporting event within the first four days we will also have a less formal display day and sporting event during our Victor Harbor stay.

Accommodation is now available for booking. This event will also be a national XK gathering as it will be the 70th anniversary of the showing of the XK120 and the XK engine.

## Summary of Planned Activities for the Solitaire Jaguar National Rally April 2018

### Barossa Valley

#### Thursday April 12

Arrival and Registration at Weintal Resort Tanunda

Welcome BBQ Dinner at Weintal Resort

#### Friday April 13

Visit Carl Lindners spectacular Jaguar Collection

Lunch at Seppeltsfield Winery

#### *Options for afternoon:*

Free time, Register Meetings, Jam Factory Demonstrations, Catch up with friends.

*Dinner Option 1* - Barefoot Bowls with Dinner at Bowling Club, Tanunda

*Dinner Option 2* - Dinner at Function room of The Club house, Tanunda

#### Saturday April 14

Sporting Event at Collingrove Hillclimb - Morning tea (at Collingrove) with guest speaker

Alternative activity after morning Tea - Winery Tours

Dinner at Weintal Resort - Sponsored by Concours Sportscar Restoration

#### Sunday April 15

Shannons - Jaguar Display Day - National Motor Museum, Birdwood

Formal Rally Dinner - Sponsored by Solitaire Jaguar

#### Monday April 16

Farewell Breakfast for those heading home . . . or

Others travel to Victor Harbor for second stage of the rally

Options:

1. Travel via Tailem Bend Motorsport Park for tour and drive of the track
2. Other scenic drive options to Victor Harbor to be announced.

### Victor Harbor

BBQ Dinner at McCracken Resort

#### Tuesday April 17

Drive to Hindmarsh Island to visit Barry Hill's private airstrip and view Bi-planes and Murray Mouth. (Win a flight)

Lunch in Goolwa then Optional Sporting event at Goolwa Airfield, "Jaganna"  
(More details to come.)

Dinner at McCracken Resort Option: Square Dancing

#### Wednesday April 18

Scenic Tourist Drive to Yankalilla and return to Victor Harbor via Inman Valley

Dinner options open

#### Thursday April 19

Jaguar Display - Warland Reserve, Victor Harbor

Historical Briefing from Steam Ranger Society.

Board Cockle Train to travel to Goolwa.

Lunch at Goolwa or Pt Elliott

Train back to Victor Harbor.

Option (Time permitting) - Horse drawn tram to Granite Island and return.

Farewell dinner at Crown Hotel Victor Harbor

#### Friday April 20

Farewell Breakfast and departure for home

### McLaren Vale Vintage and Classic (Option)

McLaren Vale Vintage and Classic weekend. -

# LIBERTY AERO ENGINE DESCRIPTION

In the November–December issue of the Qld Jaguar Drivers magazine there was an article by Phil Sperryn about John Godfrey Parry-Thomas and his land speed record car Babs. The car was fitted with a Liberty Aero engine. This legendary engine is one which many of us would have heard of but know little about.

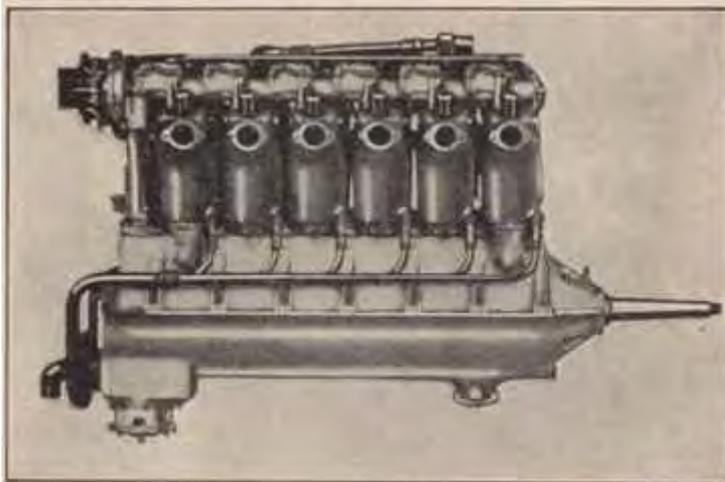


Fig. 72—Side View of Liberty Aviation Engine.

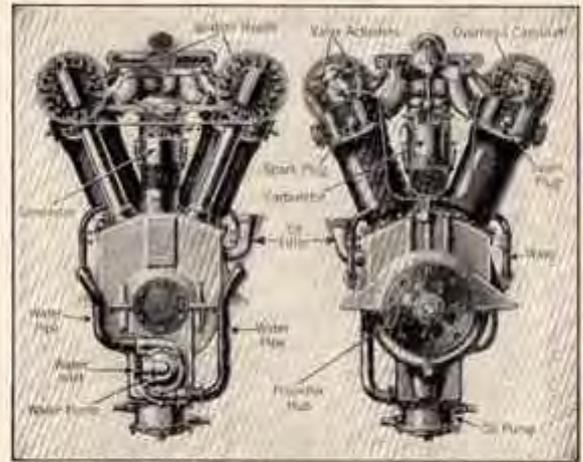


Fig. 410—Rear and Front Views of the Liberty Aviation Engine. An American Development that Was Produced in Large Quantities in 1918 but Which is Now Obsolescent.

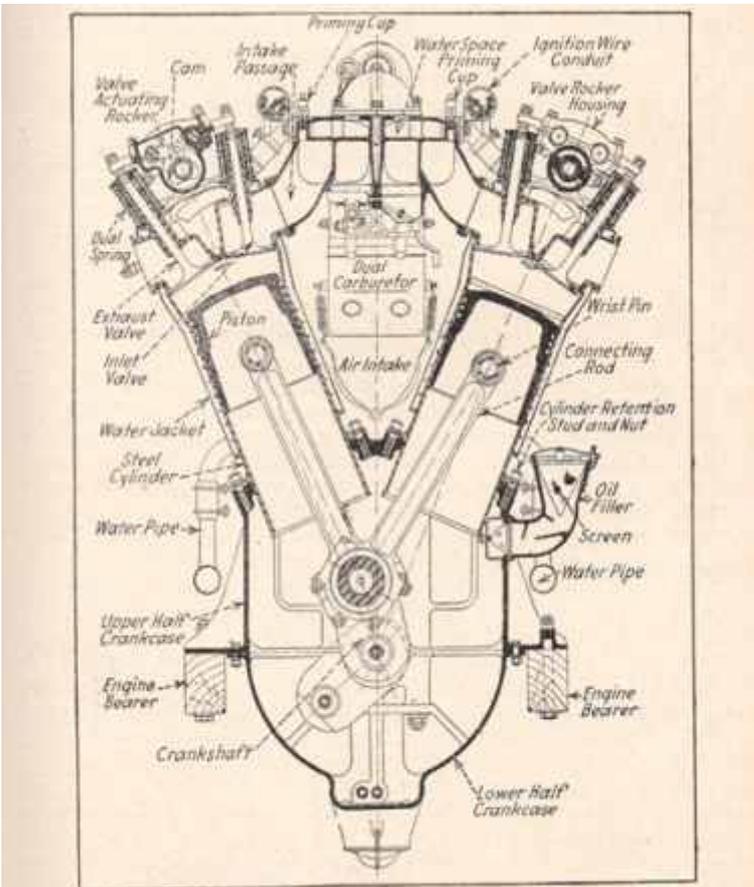


Fig. 412—Transverse Section of Liberty Engine Showing Method of Valve Actuation and Internal Arrangement of Parts.

Throughout the development of internal combustion engines there have been what may be regarded as mile stone designs. The model T Ford. Simple rugged reliable and able to tolerate operating conditions which few modern engines could stand. The General Motors 671 two stroke Diesel engine. Produced in their tens of thousands. High HP for light weight. Certainly lived up to their reputation GMs turn good fuel into noise. The Rolls Royce Merlin. A war winning design. The Jaguar XK would also make this list of notable engines.

The Liberty engine was designed for the Signal Corps of the United States Army in 1917 by a commission of leading engineers working under the direction of Major JG Vincent Chief Engineer Of the Packard Motor Company, and Major EJ Hall of the Hall Scot Motor Company. The object was to design a standard engine that could be put into quantity production and built by the same methods that were applied to the production of automobile engines. The German Mercedes and AEG engines had strong influence on the design of these engines. Whereas the German engines were 6 cylinder in line the Liberty had two rows of cylinders making a V12. The 6 throw crankshaft had 2 connecting rods per throw and were of the

fork and blade design as used on the side valve Ford V8 in the 1930s. Many thousands of these engines were built to interchangeability standards.

There has probably been no motor that has been criticized as much or as unjustly as this one. It proved to be a very practical and reliable type in service when compared to contemporary designs of foreign manufacture.

The Liberty engine construction can be understood by referring to the illustrations which show internal construction and details. The cylinders are set at 45 degrees apart. The bore is 5 ins. And the stroke is 7 ins. The displacement is 1650 cubic ins. The Horsepower is 400 at 1700 Rpm. On a compression ratio of 5.4 to 1. The



# 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.

Bill & Alexandra Ainley	Gold Coast	
Gavin & Christine Leicht	Brisbane	XJS, S Type (classic)
Peter Christou	Brisbane	S Type (classic)
Tim & Lynne Hughes	Sunshine Coast	240
Gavin & Anna Perry	Gold Coast	Daimler DB18 Consort
Gus & Karis Archibald	Brisbane	XJS
Rod Crump	Sunshine Coast	XJ8
Lorraine Givney	Capricornia	S Type (modern)
Roger & Gwen Stubbs	Wide Bay Burnett	MkV
Wayne & Gabrielle Baker	Brisbane	XF, XKR, S Type (modern)
Laurie & Pamela Pappin	Sunshine Coast	F Type, S Type (modern)
Jeremy & Pippa Westell	Brisbane	
Greg & Lisa Parkes	Sunshine Coast	
Mark & Caroline Munro	Brisbane	
Brad Dorman	Brisbane	XJ6 S1 (returning member)
David Cowderoy	Gold Coast	XJC (returning member)
Mark Tanner	Brisbane	XJS
Warren & Belinda Denniss	Brisbane	XJSC, XJ12 S2



The club currently has 416 memberships  
Gary Clark



## Vale - Charles Maclean

*Sadly, Charles passed away in his sleep on 25th January 2018. He celebrated his 67th birthday on 29th December 2017. Charles was involved with the Holland Park Lions Club and until his recent retirement he was a theatre technician in a Brisbane Hospital. He was a member of the Jaguar Drivers Club of Qld for almost 16 years and enjoyed driving his Series III XJ6. Charles always greeted people with a smile and had a happy nature. Our thoughts are with his family at this time.*



## Jaguar Drivers Club of Queensland Brisbane Regional Register

**8th April.** 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 2km 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 Brisbane Cruises website or phone them 36302666

Step 2: RSVP to Phil and Ruth



To Book and pay go online to Brisbane Cruises.

<https://www.brisbanecruises.com.au/st-helena-island.html>

Or phone (07) 36302666 or email Brisbane Cruises [info@brisbanecruises.com.au](mailto:info@brisbanecruises.com.au)

Please RSVP Ruth & Phil just so we have some idea of who is coming.

Phil & Ruth  
[phil.ruthb@gmail.com](mailto:phil.ruthb@gmail.com)

# Obtaining Parts For Older (and not so old) Jaguars

by Barry Cooper

It's difficult to know what knowledge other Jaguar owners have or would like to have so perhaps I'm writing about what others already know or don't want to know. However, I shall carry on in ignorance to tell of some knowledge I have gleaned over the last few years while maintaining our small fleet of Jaguars. For now I'll just talk about replacement parts but maybe next time I can describe the resources available on the internet. Sorry, it is not as entertaining as Phil's articles.

One of the most frequent questions I receive from non-Jaguar owners about our E-Type (after "Is that a V12?") is "How do you get parts?" We are very fortunate that parts supply for older Jaguars is not the problem it used to be say 20 years ago. Quality of reproduction parts also seems to have improved remarkably, particularly from some of the major suppliers. Cost however can vary enormously for the same item.

How to determine price and availability? Internet search engines are the first port of call for me. Ideally one needs to know the part number being sought but if that is not known, searching the description can usually yield the part number. For example, searching for 'Jaguar XK8 Headlight' will find hundreds of listings including the part number/s. Don't however just choose one potential supplier as they are not all equal in service. If you don't use the internet there is also another option mentioned later.

A headlight on our XK8 was broken by a rock somewhere between Brisbane and Mt Tamborine on a Register outing so I went searching for a replacement. The price from Jaguar Classic Parts delivered to our closest dealer was \$541. From another Australian supplier it was \$485. Searching further I found the identical part from a reputable UK supplier for \$185 delivered to my door. This supplier even confirmed that I was ordering the correct part by checking the VIN with Jaguar and also emailed me the original Build Sheet for our car. I do support Australian business whenever possible but also prefer to have an extra \$300 to spend on essentials like petrol.

A tail light was damaged on our XF when a shopping centre concrete pillar jumped out and hit it (never trust parking sensors). A friendly car painter obtained his trade price from Jaguar Australia which was \$670. Using internet search I was able to obtain the genuine part from Ireland for \$407 delivered. Unfortunately the light was damaged in transit due to poor packaging but when I sent photos of the damage to the supplier they immediately sent a replacement. They claimed on their insurance and did not require return of the damaged item.

A cooling fan motor on our E-Type expired (typical Jaguar – it wasn't quite 50 years old). Price from a major Australian supplier was \$397 plus delivery for one. I bought TWO motors from the major UK supplier for \$447 delivered. Then a club member said they knew someone who could repair my old one!

Delivery is now a major component in the cost of parts. Consider whether there might be another club member placing parts orders with major suppliers so that delivery cost can be shared, particularly for small items. Just another reason to keep in touch with club members by attending events.

Don't want to use the internet or want someone to do the legwork? Fortunately there is now a Brisbane supplier with regular deliveries from the UK and elsewhere. Classic and Prestige Auto Services at Geebung (advert in the Jaguar Driver) can supply used and new parts and I have used them for both maintenance work and parts supply. A stud for our E-Type was ordered Friday lunch time and arrived the following Wednesday. Because it was part of their bigger order I paid 1/50th of the cost for delivery than if I had ordered it alone. Rear brakes replacement (parts and labour) on our XF we were quoted \$1440 at a dealer but done for \$634. Disclaimer: No business connection, just a satisfied customer.

When I bought a lot of parts while restoring our E-Type back in the mid 1990s there did not seem to be such a disparity in pricing for identical items. Yes, there were cheap parts and expensive parts but usually you got what you paid for. I am now surprised at the wide range of prices for identical items. So, it pays to shop around!

# JDCQ Gold Coast Register supplied by Robin Kup-Ferroth



## JDCQ GOLD COAST REGISTER – CALENDAR OF EVENTS 2018

Month	Date	Event	Organiser
January	29 <sup>th</sup>	Monthly Meeting	
February	7 <sup>th</sup>	Mid-Week Run	D Willmott
	11 <sup>th</sup>	Breakfast Run	R Gaudion
	26 <sup>th</sup>	Monthly Meeting	
March	7 <sup>th</sup>	Morning Tea Run	D Willmott
		Luncheon Run	A Kontalis
	26 <sup>th</sup>	Monthly Meeting	
April	15 <sup>th</sup>	Luncheon Run	D & L Kennedy
	30 <sup>th</sup>	Monthly Meeting	
May	2 <sup>nd</sup>	Mid-Week Run	D Willmott
	13 <sup>th</sup>	Mother's Day Luncheon	R Gaudion
	28 <sup>th</sup>	Monthly Meeting	
June	5 <sup>th</sup> **	Morning Tea Run	C Coulston
	10 <sup>th</sup>	Luncheon Run	R Kup-Ferroth
	25 <sup>th</sup>	Monthly Meeting	
July	4 <sup>th</sup>	Mid-Week Run	D Willmott
	15 <sup>th</sup>	Christmas in July	A Kontalis/C Coulston
	30 <sup>th</sup>	Monthly Meeting	
August	1 <sup>st</sup>	Morning Tea Run	D Willmott
	31 <sup>st</sup>	Chairman's Weekend (2-nights)	R Howlett
	27 <sup>th</sup>	Monthly Meeting	
September	5 <sup>th</sup>	Morning Tea Run	D Willmott
	9 <sup>th</sup>	Spring Affair	L Evers
	24 <sup>th</sup>	Monthly Meeting	
October	2 <sup>nd</sup> **	Mid-Week Run	A Kontalis
	14 <sup>th</sup>	Luncheon Run	tba
	29 <sup>th</sup>	Monthly Meeting	
November	7 <sup>th</sup>	Morning Tea Run	D Willmott
	11 <sup>th</sup>	Luncheon Run	D Willmott
	26 <sup>th</sup>	Monthly Meeting/AGM	
December	5 <sup>th</sup>	Mid-Week Run (5 <sup>th</sup> Anniversary)	D Willmott
	9 <sup>th</sup>	Christmas Lunch	D Duncan/C Miers

**NB:** All Mid-Week Runs occur on the first Wednesday of each month, except as indicated \*\*, where they will take place on a Tuesday. Although they will be organised by different members, they will be coordinated by D Willmott.

All Mid-Month Runs occur on a Sunday.

# JDCQ Darling Downs Register

2018 Calendar

- 8th April Mystery History Tour – Bruce and Jeanine to organize
- 10th June Poker Run – Barry and Kay to organize
- 21st July Christmas in July – Jude and Ron to organize
- 12th August Mini Golf City Golf Club – Kieran to organize
- 13th and 14th Oct Weekend Away – Terry and June to organize  
*(a bit closer to home this time, a relaxing weekend, time to smell the roses or lavender.*
- 9th December Show and Shine – Kieran to organize

## A Reminder about Convoy Procedure

Article courtesy of Cat Tales

Before we begin this year's program of Runs, it seems like a good idea to refresh our knowledge about Convoy Procedure

The following is a guide to the procedures members and visitors should follow whilst participating in a club run to ensure the safety of participants and the general public and to make the event enjoyable and stress free for everyone. When we are in a convoy we usually attract public attention and it is even more important that we treat other road users and pedestrians with respect. This is only a guide: safety and commonsense should prevail.

1. The most important rule for any club run is to stay aware of the vehicle both in front and behind you.
2. Drivers have a responsibility to keep up with the car ahead.
3. Drivers should keep the car behind in sight. If you cannot see the vehicle who was following you, slow down and wait safely at the next turn until they are in sight. You should not make your turn until you can see the car following you is indicating that they see there is a turn. Should the wait seem unreasonably long, say more than 5 minutes, contact the Trip Leader for further instructions.
4. Our Register expects Run Leaders to provide written instructions. This allows drivers to take responsibility for their own navigation if they become separated for some reason from the rest of the convoy. Run sheets should always include the mobile number of the Leader.
5. If there is the bad luck of a vehicle breaking down or having other problems, the driver should contact the Trip Leader. At most Tail End Charlie and 1 other vehicle should stop to assist in most instances except where there is accident or injury. In the event of a vehicle accident, all vehicles who witnessed it should remain as required by law.

If you prefer the KISS version (thank you, Lindsay)

KEEP UP

KEEP THE CAR BEHIND IN SIGHT

DO YOU OWN NAVIGATION

## Promote your Business in these pages.

Advertising rates for 6 issues, including GST:

Business Card size advert

Grey scale Quarter page

Grey scale Half page

Grey scale Full page

Full colour Half page

Full colour Full page

(up to 9 cm wide x 13 cm high)

(up to 18 cm wide x 13 cm high)

(up to 18cm wide x 26 cm high)

(up to 18cm wide x 13cm high)

(up to 18cm wide x 26cm high)

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

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

\$ 258.50 for 6 issues

\$ 429.50 for 6 issues

\$ 539.00 for 6 issues

\$ 660.00 for 6 issues

\$ 1,100.00 for 6 issues

# Treasurer's Report

with Tony Curtis



The reimbursements to the Regional Registers went out in January as did the Affiliation fee to ACJC. All these cheque have been cleared with only 2 cheque outstanding at a total of \$387.95.

Two Club magazine were paid for in early December and late January along with a National Jaguar magazine in January. This all resulted in a large outgoing in January, and runs until 4:00pm local time on the 31 October 2018

# Down Memory Lane

## More of Australia Day BBQ



# JDCQ Darling Downs Register

## DARLING DOWNS RUN TO CROWS NEST February

Organised by June & Terry Whitehouse

story by June Whitehouse photos by Terry Whitehouse



Our day started out at the Highfields Maccas, where we all met up for breakfast. We left promptly at 9am, although were held up a bit, when, a young lady reversed her car into our X type. We didn't suffer too much noticeable damage, however we have been told sensors beneath the panels may have been damaged. Anyway, information was exchanged and we tried to put it behind us and focus on the day. Our first stop was the old Sketches Cafe, now called Ravansbourne Mountain Retreat, we were met there by Jim and Maureen Reid, who were joining us for the day. The cafe, put on a lovely morning tea, of mini muffins, scones and cakes and, help yourself, coffee or tea. It was a lovely clear day, unlike our previous club visit, there, when it was raining and so foggy that you couldn't see any of the view. Everyone ate, drank and talked up a storm. At about 10.30, we headed off to our next stop, which was the Crows Nest Historical Museum. It was already starting to get very hot when we arrived, but everyone pressed on through the heat, enjoying the relative coolness, each building provided. When Marie, Fay and I, went into the schoolroom, we were just starting to look around, when a very strict voice, loudly told us to go to our seats and be ready to work, we just about jumped out of our skins. We all reminisced about our own school days, and the similarities and differences to the historical class, the cane being one of the former. The village is very impressively laid out, with many cottages, full of furnishings of the day, and many items of local memorabilia. Two of our members found ancestors names, on lists that were displayed. There were, of course, many out buildings, with tools, machinery, old carts and a couple of old cars, which delighted the menfolk. Another little





story here but will tell you about that in the Jag Wags section. After about an hour and a half, we were all ready to head to the pub, and looking forward to a long cool drink, one last photo though, which the museum caretaker kindly took for us, yay Terry got in a photo, that done we got into our very hot cars, with thoughts of that icy cold drink very much on our minds. When we arrived at our final stop, the Farmers Arms Pub, in Cabarlah, we were met with a car park full of Fords, the Ford Car Club were also lunching there that day, so our lovely Jaguars got relegated to the paddock to park. Another little story about the Ford club, but you will have to read it in the Jag Wags section. We were joined, at the pub, by two more members, making our total 22. After a very delicious lunch and that much longed for drink, we ventured outside to find a cool spot to have our register meeting. One area was chosen by two of the men, and chairs were spread around in readiness, Marie and I went out to investigate, and Marie sat down on one of the chairs. Unfortunately, the back legs of the chair had been positioned in the soft earth of the garden, and Marie slowly sank back and down (I'm very naughtily laughing as I'm typing this) Now as any good friend would do, I immediately grabbed Marie's hand, no not to save her, to hold her there while Terry ran for the camera. I did help her up once the photo was taken. I then sat down and the same thing happened to me, Karma, fortunately the camera was back in the car. Thus, the decision was made to move the meeting to a different spot, Maureen, Margaret and Kay had just the spot sorted out, right outside the town's historic jailhouse. So, appropriate or not, our meeting was held on the jailhouse verandah. The meeting ended at around 2pm and we all made our way to our various homes, quite ready to get into the air conditioning for what was left of the afternoon. It was a great day, as it always is, when we all get together .



# 2018 MAC'S BRIDGE Sports & Classic Car Festival

Proudly supporting



## SUNDAY 27TH MAY

Join us for our annual car show in idyllic surroundings with excellent catering and trade displays at the

### Qld Rifle Assoc Belmont Range

1485 Old Cleveland Road, Belmont

(see reverse for location map and directions)

#### **FURTHER INQUIRIES**

Mike Taylor: 0417 193 611

Geoff Johnson: 0413 734 977

Murray Clark: [murrayclark1@bigpond.com.au](mailto:murrayclark1@bigpond.com.au)

Or visit: [www.macleansbridge.com](http://www.macleansbridge.com)

#### **ENTRANCE FEES**

Display car, driver & one passenger: \$15.00

Extra passengers: \$10.00 each

Visitors (including parking): \$10.00 per car

Children under 12: FREE



*Activities for all sports and classic car enthusiasts. Proudly presented by the Triumph Sports Owners Association Queensland for the enjoyment of all sports and classic car club members and enthusiasts.*

# BLUNDERS AND BLOOPERS

*The following are corrections to errors in our last issue, my sincere apologies to all concerned*

## *Correction*

Oops..., in the last edition we printed an abridged version of the AGM minutes which had a few errors. This came about in an attempt to get them in the issue that too many people became involved and as we were pushed for time and space in the magazine, no one proof-read the draft that was published. Thanks to some eagle-eyed readers this was pointed out.

We will be circulating the full version of the correct AGM minutes prior to the 2018 AGM due to be held in November.

Our apologies to any member this may have affected.

*Nic Case, JDCQ Secretary.*

Correction to Darling Downs Register Show and Shine results: Saloons  
Category XJ-XJ40 1st Place Tony Brett with his XJ6 Series 2, 2nd Place  
Jennepher Hope in her XJ6 series 3, 3rd Place Ron Heppes in his XJ6 series 2

---

## **POSITIONS VACANT**

At the AGM two Committee positions were not nominated for, remain vacant and we seek members to fulfil these roles. If you are not a Brisbane member this is no longer an issue as we have been using the conferencing software “Zoom” allowing our Toowoomba and Gympie Committee members to participate at the meetings from home (similar to Skype). – so easy even I can use it!

- *Publicity/Promotions Officer*
- *Sporting Coordinator*

Ring Jim Reid to find out what either position entails, 0418 880 865.

*Nic Case, JDCQ Secretary.*

---

## **INSURANCE**

We just wish to remind all members that the Club has general insurance cover (public and product liability) to the value of \$10M. However, our cover specifically excludes any members who participate in motor sports (racing, hill climbs and other competitive events) and only covers us for socially organised events and the like. Any members who do compete at events held at Queensland Raceway circuits like GEAR will have insurance cover included in the fee they are charged by Queensland Raceways – it is up to each individual member to ensure they have appropriate and adequate level of insurance

# Sporting Meeting 2018

Please note: Very few of the events for 2018 have been confirmed at this early stage: next edition will have a much more comprehensive list.

EVENT	LOCATION	DATE	TYPE
Stanthorpe Rnd 1	Morgan Pk	10/11 March	Circuit
Qld Hill climb Series	Mt Cotton	10/11 March	Hill climb
Qld Hill climb Series	Mt Cotton	7/8 April	Hill climb
Stanthorpe Rnd 2	Carnell Raceway	21/22 April	Circuit
Wondai Sprints	Wondai	14/15 April	Sprint
Qld Hill climb Series	Mt Cotton	28/29 April	Hill climb
Qld Khanacross	Proston Rally Track	5/6 May	Khanacross
Autumn Historics	Morgan Park	5/6 May	Circuit (HRCC)
Mt Cotton Test & Tune	Mt Cotton	12 May	Hill climb
Qld B Series Sprint Round 2	Morgan Park D	12/13 May	Sprint
Oakey Street Sprints	Oakey	19/20 May	Street Sprint
QLD Hill climb Championship	Mt Cotton	1-3 June	Hill climb
Gold Coast Tweed Sporting	Hirstglen	3 June	Khanacross
Noosa Hill- Winter Challenge	Noosa	9/10 June	Hill climb
Qld B Series Sprints Round 3	Morgan Park E	16/17 June	Sprint
Qld Hill climb Series	Mt Cotton	30/1 July	Hill climb
Stanthorpe Rnd 3	Morgan Park	7/8 July	Circuit
Historic Qld	Morgan Park	14/15 July	Circuit (HRCC)
Qld Khanacross	Proston Rally Track	4/5 August	Khanacross
Qld Hill climb Series	Mt Cotton	4/5 Aug	Hill climb
Leyburn Historic	Leyburn	18/19 August	Street Sprint (Historic)
Pittsworth Sprints	Pittsworth	31-2 Sept	Sprint "Industrial estate"
Targa Great Barrier Reef	Cairns	31-2 September	Rally
Qld B Series Sprints Round 4	Morgan Park K	1 & 2 September	Sprint
Speed week	Townsville	1-8 Sept	Hill-Super Sprints- Sprint
Gold Coast Tweed Sporting	Hirstglen	9 September	Khanacross
Club Challenge Australia	Mt Cotton	29 September	Hill climb
Stanthorpe Rnd 4	Morgan Park	29/30 Sept	Circuit
Qld Khanacross	Proston Rally Track	3/4 November	Khanacross
Noosa Hill Summer Challenge	Noosa	10/11 Nov	Hill climb NBCCC
Qld Hill climb Series	Mt Cotton	24/25 Nov	Hill climb

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

A DAY IN THE COUNTRY

# PEAK CROSSING

Sunday 26th August 2018



WELCOME  
PEAK  
CROSSING  
TOWNSHIP



The E+F Type Register of the Jaguar Drivers Club of Qld, along with The Rotary Club of Fassifern Valley, invites The Jaguar Drivers Club members to join us at a Charity Day on Sunday 26th August 2018 at Peak Crossing from 10am onwards.

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

This is a unique opportunity for selected car clubs to mix with other like minded car enthusiasts, without general public, to view a spectacular range of cars whilst supporting a great charity.

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

A mobile coffee van will also attend.

Entry fee at the gate will be a donation of \$20 per car.

Please RSVP before **Tues 31st July 2018** to:

Contact: **Tony Nelson**

Email: **eandftyperegister@gmail.com**

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

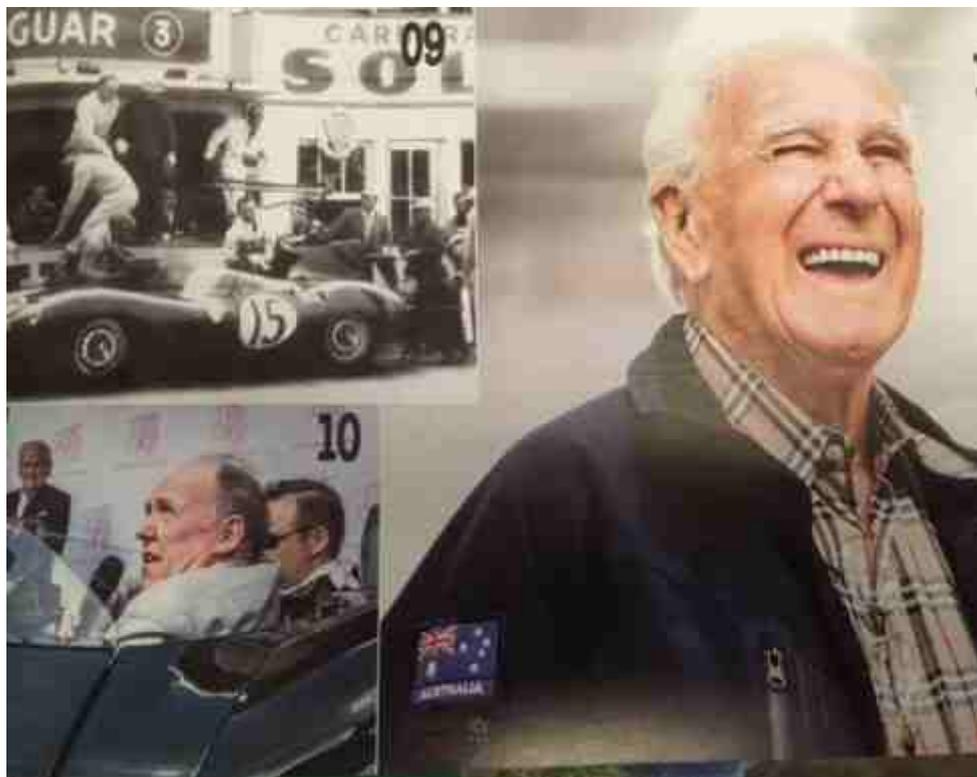
You can expect an email reply mid-August confirming your acceptance.

Entry is restricted to 200 cars on a first come basis. An early reply ensures you don't miss out on this great event and we look forward to your acceptance as soon as possible.

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

# 60th Anniversary of Ecurie Ecosse 1<sup>st</sup> & 2<sup>nd</sup> Le Mans 1957

*Written by the man himself, Ron Gaudion*



Jaguar, British Airways and the Automobile Club, prompted by Clive Beecham, the owner of XKD 603, whose car was 2<sup>nd</sup> in 1957, thought that it was an enormous achievement for five privately entered D Types, that they should be recognised by the World at large for their stunning performance, against massive opposition from the leading Factory Teams, at that time, Ferrari, Maserati, Aston Martin, Austin Healy and many others.

These privately entered cars came in 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, & 6<sup>th</sup>, the Ecurie Ecosse cars came in 1<sup>st</sup> and 2<sup>nd</sup>, and because of this, the main theme of the three day Goodwood Revival, was a tribute to the Scottish team.

Five of the original cars were involved, their current owners brought them from Holland, Austria, Germany and the UK. Three of these cars were the original EE team cars, presented in the traditional Scottish colours of blue with white stripes, the one from Austria being in the French colour of mid blue, the other one in British racing green, from the Jaguar Museum. Due to the fact that I was involved with the build of the first ten D Types and took part in the 'Works Team' of '55 and then with EE in '56 & '57, when Jaguar won all three Le Mans 24 hour Endurance races, May and I were invited over to help with the celebrations of this outstanding achievement, I might add that, unfortunately, I'm the only mechanic, from that era, still in the land of the living, hence the invite.

All participants met over dinner at a lovely old hotel in Stratford on Avon, next morning we all arrived at the JLR Classic building outside Coventry, some 15,000 square metres, capable of holding 480 vehicles. It is to be used for the restoration of all types of Classic cars then offered to the public, collectors or Museums.

The five D Types had been delivered there overnight and the nineteen day extravaganza started from here. The first stop was for a "photo shoot" in the grounds of Wapenbury Hall, the previous home of Sir William and Lady Lyons for some 40 years, then onto Silverstone Race Circuit for three demonstration runs being filmed for TV. Next we moved onto Williams F1 to inspect their modern Engineering premises, followed by lunch, hosted by Sir Frank himself. Overnight at the RAC Country Club, dinner for 150 invited guests (silver service) followed by a question and answer session.

The next day we made our way down to Hampton Court Palace for a three day Concour in the beautiful gardens with seventy of the World's finest Vintage and Classic Cars on display. Prince Michael of Kent is the Patron.

On the final night, Prince Michael hosted a dinner for 1100 guests in the King Henry V111 Grand Hall of the Palace. I was fortunate in being presented with a lovely Silver Cup, donated by the RAC, for my contribution to Jaguar in 1955 '56 & '57. Prince Michael came up to personally thank me for my efforts and to discuss Vintage cars, he drives a 1924 Bentley.



Three days later, the RAC put on a Luncheon for May and Myself, with twenty invited guests, in their London head Quarters, followed by another Q & A session. We had various interviews by Magazine Journalists, Live TV and Talk Back Radio. Our next adventure was onto Goodwood for their Annual three day Revival, which to say the least, was absolutely fabulous. The Earl of March, Lord Bruce, who owns the property, opened the proceedings from a Dias set up on the Main Straight.

Ecurie Ecosse was the main theme, having a large Pipe Band to lead the five D Types, plus the refurbished Jaguar "Works" Bedford Van and the EE Transporter. The cars did three quick laps each day in front of 60,000 spectators. On the Saturday, we were getting ready for our demonstration runs, when an Aussie voice said, " G'Day, ow yar goin Mate," to my amazement and delight, who should be there, with a big grin, but Allan Hanna, He and Fran had called in on their way to Ireland, it was a lovely surprise and a day they thoroughly enjoyed.

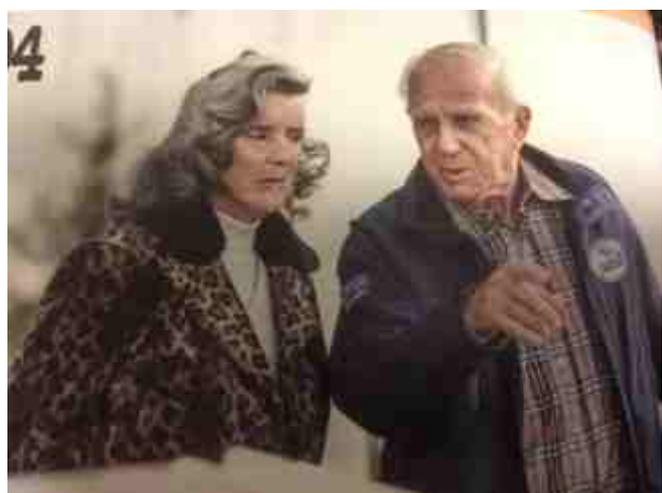
Each day one of the highlights, was a fly over by WW2 Spitfires, Mustangs and an Avro Anson, what a lovely sound. To wind up the three days, on the Sunday night , the Earl hosted a party for 1500, in one of the Aircraft Hangars, festooned with an Hawaiian Theme, would have cost many thousands of pounds and each table had its own special Centre Piece and it was 'Silver Service', all were served quickly and the food was hot and top class.

We then travelled back to London for two days rest before our return to Oz.

Our hosts Clive and Alison Beecham, on our second night in London, much to our surprise, took us to Covent Garden to see the musical 42<sup>nd</sup> Street, and two nights before we left they gave us tickets to see 'Kinky Boots". A most enjoyable nineteen days, overwhelming at times, so many people wanted to talk to us, take photographs and have photo's and magazine's signed, the interest in EE from the very young to the elderly was truly amazing.

On the way home we broke our journey to have three days R and R in Singapore. What lovely memories we have of a terrific, well organised and friendly event.

Editor's note. My thanks to Ron for writing this article for us. What a wonderful time you and May must have had and what a great honour. I have to say, having made the trip to UK many times myself, that even being twenty years younger than you ,I think I would have found the itinerary exhausting, yourself and May must have some great stamina.





# **ST. PADDY'S DAY FUN**

@

## **Patrick's Irish Pub**

Tranquil Park, 483 Mountain View Road Maleny

**Sunday 18 March**

**Meet at the Aussie World Car park at 10.15 for  
10.30 departure**

**Bring an Irish joke and  
Join in the festivities**

**RSVP: Marg Day**

**Ph: 0407 621 724**

**E: [marg-day@outlook.com](mailto:marg-day@outlook.com)**



# WHY IS CLUB MEMBERSHIP AGEING ?

*Article courtesy of JCCWA Magazine*

Did you know that hair is a good metric for organizational health? When you walk into a club meeting room and look over the attendees what strikes you is all the grey hair. There is some variation of this worry all the time from club members and officials alike. You see, member researchers study why members engage and why they don't, and have found that hair colour is a big issue for many clubs.

## **The greying of our clubs**

Someone in club management came up with the term the “greying of our clubs.” This expression refers to the worrying trend that the average age of members in most clubs is increasing. This is concerning because clubs need a stable pipeline of members at all stages of their careers to volunteer, speak, write, mentor, and lead. Where are the younger members? We could blame Facebook, Twitter, and LinkedIn. Social media enables young people to network without us. Or we could blame Google. Quick searches give them the answers to their questions so why read the club's articles? What about the change in public perception? We hear that people just do not join clubs anymore.

## **The real reasons young people don't join clubs**

It is possible some of the aforementioned reasons influence younger members. However, research shows, never once did a young person say they based their decisions on any one of them. The reason young people do not join clubs they say, is because they did not know about the club. Or if they knew about the club, they did not know it was for them. Most often young people think clubs are not for them. Or if they did know the club was for them, they did not join because they did not see value. And this is the key, value.

The decision to join is heavily linked to value. Does your club provide value for young people? Is the value you provide the value today's young people need? Are you marketing that particular value in your club's words? When clubs have a hard time attracting young people the answer is likely in the value the club provides.

## **This is why younger members engage, or not**

While joining is linked to value, engaging links to member experience. Consider these typical experiences for a younger member soon after they join. They attend their first club meeting and no one welcomes them, so they sit there awkward and alone. They try to search the club's website's resources, but their search does not produce anything helpful. When the first experience with the club is bad, members think, “Oh no, I made a mistake in joining. This club is not for people like me. The membership will not be worth my time, money, and attention.” When someone tries to engage, and that test does not go well, they will not engage again. Because they are not engaging, they will not renew. If the club is having a hard time retaining younger members, likely there is a problem with the kinds of experiences younger members are having with the club

## **Clubs who successfully attract younger members do this**

Clubs who are successfully attracting younger members are focused on providing the value that young people want and need. These clubs also work hard curating the types of new member experiences that warmly welcome young members and help them feel an immediate sense of belonging.

The next time your club holds an event, scan the room. What does the rainbow of hair look like? It may be time to look at the value and experiences your club delivers to young people.

## MK 1 problems

I took the MK1 2.4 manual for a run a few weeks ago and although it wasn't a hot day it decided to go into overheating mode quite rapidly. I was able to make it back home but on arrival it was boiling and throwing heaps of steam.

After letting it cool down I topped off the radiator system with ordinary water and restarted the engine. There was a minor leak from the left hand rear welsh plug but that wasn't the only problem. It became obvious that there was an extreme amount of air being pumped into the cooling system and displacing the coolant which was being pumped overboard. That is a classic symptom of a failing head gasket or a crack in a cylinder head.

The X300 jag was ousted from the main shed and put in the old stables foaling room (they used to breed horses on my property) and the MK 1 was pushed backward into the main shed in preparation for some major engine surgery. Now I have had a few Jag engines apart in my time but I have never had so much trouble in unbolting and dismantling the head off this engine. Every nut and bolt had been severely over tightened. The person who last assembled this engine must have been a gorilla and certainly had no idea of a tension wrench.

On lifting the head off the engine it became apparent that the head gasket was badly eroded and the head itself had significant erosion in the water valleys. I have seen this sort of corrosion before and if it is caught early enough the head can be re welded. I also noted that this early head was a small valve model and suddenly remembered I had a brand new set of inlet and exhaust valves and valve springs stuck away in a box of "goodies". I managed to find them but for some reason I could only find 10 sets of valve springs. More on that later.

The head was eventually stripped down to its component parts and taken to Browns Engineering in Paisley Drive Lawnton. Ross Brown is a second generation engine re builder and his father used to run an engine rebuilding business in Nundah. (I used to get his father to do hot up work on my FJ Holden heads prior to my discovering Jaguars). When you are welding up and machining an XK engine head it is essential that it does not warp as this will jam up the

camshafts. Ross wanted all of the head components to ensure the job was "right." There was a total dearth of local sources for a head gasket and VRS kit for the head to be refitted. I ambled on over to Aaron Goldman at Classic & Prestige Auto Services at Geebung and asked him if he knew of any sources. He said don't worry I'll have you one by the end of the week and sure enough he did at a very reasonable price. He also solved the problem of the missing valve springs by coming up with some from his stock. Whilst waiting for Browns Engineering to weld up the head I had a look around at a number of other areas. The radiator looked pretty poor and when I took it to a radiator specialist for cleaning he was doubtful if it would survive. He was correct as the core was rotten with old age. Unfortunately a new core costs over \$1000 and that was a bit steep. A friend of mine suggested looking at aluminium radiators and one for a MK1/2 costs \$235. He needed one as well and we negotiated for two radiators and ended up getting them for \$210 each delivered to our door. This MK1 had the old 4 blade fan which might work OK in "Pommy Land" but is woefully inadequate in Queensland. I suspected I might have a later MK2 twelve blade fan down in the back shed and In fact I found 3 of them. Serious stripping back old paint and rust took place and one very new looking fan is ready to mount.

The cam covers on this engine were getting rather grotty particularly the right hand one which cops battery acid and also hides under the carbie air intake tube from the air cleaner. I went into drastic mode by loading an orbital sander with 400 grade wet and dry and cutting down the old oxidised finish so I had clean white metal. I then moved up to 800 wet and dry and finally to 1200. From that I used the rotary buff to produce a nicely polished product. Overall that took about 3 hours and cost about 2 dollars. Sure you can send them to professional metal polishers however I have seen some "wavy" finishes from too much cutting with heavy wheels. I had also secured a 50mm (or 2 inch) rotary mop with an awl designed to be used in a standard electric drill along with some more sticks of polishing compound. The awl cost about \$10 and mop about \$6 and polishing compound sticks around \$7. These were sourced from "Trade Tools" in South Pine Road, Brendale. (They also have a store in Geebung).

This 2 inch mop has proven to be very effective and can be used on areas like the intake manifold and bits and pieces that are not easily removed for buffing on the larger 6 inch bench mounted unit. I use 3 different grades of polishing compound. The coarse one is grey and it gets the polishing started. The next level is an orange/brown colour. The final level is a white stick. Actually the white is not really necessary however it is also very effective on stainless steel. The final finish I use is hand rubbed "Autosol" which is very good on alloy and chrome and sold at Supercheap.

At the time of writing the head has been welded and the camshafts are rotating OK however the valve assembly etc. will only occur later this week. I will be doing the tappets myself as a friend and I have a shim selection.

### X300 Air-conditioning

I have now had the X300 for over 6 months and it is going well. However the air conditioning was not doing the right thing. I dropped in on Sam Dimario at Pine Rivers Car Electrics in Paisley Drive, Lawnton. I have known Sam for 30 years and can trust him. The system was Ok for gas however it was not circulating. Sam checked it out and advised the compressor was the problem. He checked up on the cost of a new compressor and it was around \$2000. We both decided that was a bit pricey and Sam said he could get it rebuilt for around \$600.

I gave him the go ahead and he had the car for nearly a week. The end result was a really well functioning air conditioner system which came in at a very reasonable \$900 including new gas and his labour.

### Socialising

My wife Honor and I had to attend a relatives funeral in Toowoomba a week ago. As usual the weather went really bad and plans to fly there were scrubbed and we proceeded by X300. We took the opportunity to then go to Yangan to overnight and participate in some pre Xmas food and drinks with Robin and Valerie Todd. Too much red wine as usual at the Yangan Hotel but hey, it is the season.

Until next issue; Safe Jaguaring



X300 at Allora

## Tyres

What has prompted me to give you some information about your tyres that you may not be aware of, this was an incident where one member while having his sports model on show was pointed to by an admirer of the car that there was a small crack in the sidewall of a front tyre.

Recently there has been a couple of members who have had to replace tyres on their Jaguars, not because they were worn but because they were too old and dangerous, and one of the visible signs is the cracking of the rubber.

When inspecting your tyres, the main thing we tend to watch is the tread depth and any wear pattern. We look and if there is a good tread we are all fine and satisfied that all is well. I'm here to inform you that all may not be as well as it seems.

To many of us the tyres are just necessary pieces of rubber to ensure your car can actually drive on the road. However, the importance of tyres and tyre condition cannot be stressed enough.

A car's tyres are the one and only thing that keep your car in contact with the road. They not only determine how well the car will handle and brake, but will also have an impact on the comfort of the ride and even the overall running costs.

It doesn't matter how high-tech the vehicle is or how expensive its components are, if the tyres are not up to standard then the vehicle's safety is immediately compromised.

While the standard method for gauging if the tyre is roadworthy is the depth of the tread and the wear patterns as well as the general condition of the tyre, it is very important to consider just how old the tyre is.

There are many articles about tyre maintenance and routine checks, but one important consideration that is often overlooked is the actual age of a tyre. There are currently no laws regarding the maximum age of tyres, but this is important to consider as the condition of a tyre deteriorates over time.

The main reason why tyres deteriorate with age is due to the oxidation process. As rubber is exposed to oxygen, it dries out and starts to crack. Most of this occurs in the inner layers of the tyre, and this can eventually lead to the inner layers delaminating from the steel belts rather than flexing as they are designed to do.

As a general guide, most tyre manufacturers recommend replacing tyres when they pass 6 years of the date of manufacture. Some tyre experts even suggest 5 years, but, there are many tyres that are being driven on which are well over this age. This is due to two main factors.

Firstly, motorists are not educated on how to check the age of their tyres, so it is not something they think to monitor. Perhaps this should be noted on the paperwork when tyres are sold and installed.

Secondly, there are no laws in place to ensure that older tyres are replaced on registered vehicles.

First of all, you will ask "How am I supposed to know how old my tyres are? well it is easy enough to find the build date for your car, it can get a bit complicated when it comes to individual components.

It is safe to assume that the tyres on a new car would share a similar birthday, but on second-hand cars it can be an unknown.

Three is tell-tale signs that your tyres may be losing their youth, they are cracking in the rubber or bulging of the sidewalls.

If you see these signs or your tyres are reaching their fifth birthday soon it may be time to consider replacing them.

On the sidewall of tyres there is a wealth of information, if you just know how to interpret that information.

The manufacture information is in the code that begins with **DOT**, a typical number would be **DOT CP7R P1X0 3112** so let's undo the code

**DOT** Means that the tyre was manufactured to comply with the American "Department of Transport" and the Canadian transport standard.

**CP** Is the Manufacturer and plant code

**7R** Is the Manufactures tyre code

**P1X0** This is optional use for the manufacturer to identify any significant characteristics of the tyre.

**3112** This is the "date" of manufacture if the tyre. the first two digits is the week number of the year and the last two digits are the year of manufacture. So, this tyre was manufactured on the 31st week of 2012, which was 30 July / 5 August 2012

In Australia the only information on the sidewall required are: -

- Manufactures Logo or Brand Name
- Tyre size, series, rim size and ratio, load and speed rating symbol
- Serial No. Date code (when the tyre was made).
- Details of construction showing, size, radial, tubed or tubeless.



A breakdown of a tyre size number, for example if you had a **P205/16 R 16 95**

**V** code on the sidewall of your tyre, the code is broken down as follows-

Speed Rating			
Code	Km/h	Code	Km/h
A1	5	L	120
A2	10	M	130
A3	15	N	140
A4	20	P	150
A5	25	Q	160
A6	30	R	170
A7	35	S	180
A8	40	T	190
B	50	U	200
C	60	H	210
D	65	V	240
E	70	Z	over 240
F	80	W	270
G	90	(W)	over 270
J	100	Y	300
K	110	(Y)	over 300

Standard Load Table							
Code	Weight	Code	Weight	Code	Weight	Code	Weight
60	250 kg	80	450 kg	100	800 kg	120	1,400 kg
61	257 kg	81	462 kg	101	825 kg	121	1,450 kg
62	265 kg	82	475 kg	102	850 kg	122	1,500 kg
63	272 kg	83	487 kg	103	875 kg	123	1,550 kg
64	280 kg	84	500 kg	104	900 kg	124	1,600 kg
65	290 kg	85	515 kg	105	925 kg	125	1,650 kg
66	300 kg	86	530 kg	106	950 kg	126	1,700 kg
67	307 kg	87	545 kg	107	975 kg	127	1,750 kg
68	315 kg	88	560 kg	108	1,000 kg	128	1,800 kg
69	325 kg	89	580 kg	109	1,030 kg	129	1,850 kg
70	335 kg	90	600 kg	110	1,060 kg	130	1,900 kg
71	345 kg	91	615 kg	111	1,090 kg	131	1,950 kg
72	355 kg	92	630 kg	112	1,120 kg	132	2,000 kg
73	365 kg	93	650 kg	113	1,150 kg	133	2,065 kg
74	375 kg	94	670 kg	114	1,180 kg	134	2,125 kg
75	387 kg	95	690 kg	115	1,215 kg	135	2,185 kg
76	400 kg	96	710 kg	116	1,250 kg	136	2,245 kg
77	412 kg	97	730 kg	117	1,285 kg	137	2,305 kg
78	425 kg	98	750 kg	118	1,320 kg	148	2,365 kg
79	437 kg	99	775 kg	119	1,360 kg	130	2,435kg

# JDCQ Classic Monocoque Register

## February “Country Luncheon”.

The first of the JDCQ Classic Monocoque Register “Country Luncheons” was held on Wednesday the 14<sup>th</sup> of February 2018 at the Club Hotel, Clifton. This is, of course, our usual stepping off point for our ten part luncheon series that will take us to a different venue each month. As is our usual practice we visited the venue two weeks before the big day to renew our acquaintance with “mine host” for the day, only to find there had been a change of ownership four weeks before. Not to worry he said he would look after us. I think there are two or three other usual venues that have also changed hands so I hope they look after us as well as we were at the Club Hotel.

The Club is the oldest hotel in town and has many stories to share. As well as the fires, there's the ghost, the horse that drank at the bar, and another that slept upstairs while his owner drank at the bar. Known originally as 'The Club' the hotel took on the name of the “Pink Pub' when painted pink from top to bottom. The Club was built in 1889 and remained the only hotel in King Street, the main street of Clifton, until 1900. Unlike many other hotels, 'The Club' has never burnt down although it has seen a fire or two. The classic streetscape of Clifton and its building facades have been used in a number of Australian movies including *The Thornbirds - Missing Years* (1983), *The Love of Lionel's Life* (2000); *On Our Selection* and *Finding Hope* to name a few. During its life, The Club has been host to several prominent personalities such as Rebecca Gibney and Matt Day. The locals remember Richard Chamberlain and his crew dining everyday at The Club. And now, as you would expect, a select number of JDCQ members.

As some of you might remember, the week or so leading up to the big day was a wee bit hot. We had regular temperatures of 43 degrees [or more except I wasn't about to leave the air conditioning to go out on the verandah to check]. I considered e-mailing our potential luncheoners to suggest they bring a car with efficient air conditioning [MK1's & 2's are not exactly famous for this] and one they would be prepared to drive home through one of our regular storms, but, as I don't agree with the tendency to creating a “nanny state” I left the decision to the grown ups who own the cars. All of which turned out to be a brilliant decision. Bill & Honor flew up to Clifton Airport where we met up with them and then the really exciting bit - we had, as Barry said, a 100% increase in the number of Mk2's attending.

The air conditioners were working wonderfully as we walked in and we had a choice of dining rooms. Some chose the small formal [with fireplace] room we normally use and some the more spacious and cooler front room. A quick con-flab and a suggestion was put to the organising committee that we use the front room, which was a good decision as most of the group were already seated therein. The food must have been good as there were a lot of clean plates and the few who hadn't finished their meal said it was just too much. It seemed to me that quite a few also sampled the desert, sweets, pudding selection. As usual the menfolk solved many a problem during lunch [and afterwards] so the whole world should now be a better place. Interestingly, all the problems seem to be sheeted home to the media people. The Ladies conversations were many and varied. Around about 2.00pm Bill decided, as we had arranged, that it was about time he and Honor headed back to his flying machine as he thought it best given the flying conditions. As we drove out of the carpark, I noticed Bill studying the info screen in the car. 47 degrees was the outside temperature and the car had been parked in the shade. Bill and Honor safely on the flight path for home and back to the pub to rejoin the rest of the group for our coffees and more chat. About 3.30pm the first hints of its time to head home were starting to appear in the conversations. Some had parked in the carpark out the back so we said our goodbyes and Alan & Marie, Perry & Helen departed while we were out the front watching the departure of the Daimler & Mk2 of Barry & Kay and Rob & Margaret [hence the 100% increase in numbers. We usually only get one. Barry's]. A bit of a chat to our hosts then a bit more with David & Fay out in the carpark then home by 5.00pm and before the daily storm. Honor said they had a good but bit bumpy trip home. We all had a lovely day and will be back there again next year.

There we were just sitting about having our second or third cup of coffee, looking out over the beautiful vista of dry grass and cracked earth when out of the blue Valerie asks me when was I going to fix the blue XJ6 parked in the shed. After carefully considering a reply, I pointed out that I'm not as young today as I was last week and that I also have to paint the roof, fix the guttering, paint the verandah, again, paint the fence and fix a couple of loose things, tidy the office, clean out the shed, restore the spare Lancer, weed the garden again, and by the way I'm not at all interested in working on motor cars any more, however, what I really want to do is spend quality time with you - maybe go away for a few days. So we did.

It was really wonderful to sit on the balcony with our early morning coffee and look over acres and acres of water, not that we are tired of mountains and hills, it is just that we haven't seen all that much water for such a long time. The especially good part is that it was still there as we walked along the shore in the late afternoon.

Because I had promised Editor June that I would have the "Country Luncheon" write up and the Burlblings ready by the deadline we packed up and headed back to reality. Interestingly it was 33 degrees when we departed after lunch, 37 degrees as we past Ipswich, 39 degrees at Willowbank, 19 degrees as we past Bestbrook in the middle of pouring rain, thunder and lightning and 20 degrees when we arrived home. We certainly live in a land of changes. Maybe the heat wave is over - for now.

Not only have the things in the first paragraph not been completed but now because of a little bit of rain the grass has started to grow and I can't say its too hot to mow. Luckily I have to write the Burlblings etc so I have been able to look up the releases of the 2018 Formula 1 cars [complete with driver protection halo] and also read all about Jaguar in the Formula E electric cars. They look good too all they need is a couple of speakers playing recorded noises of a proper racing v12 engine.

If you read the "Luncheon" write up you will know about the great excitement because we had 2 [yes two] Mk2's in attendance, so that got me thinking about cars, classic cars, and convenient memories about cars. I had an MG TC when a young bloke. It had what would now be called wide wheels fitted. They were actually 16 inch rather than the standard 19 inch and had 6.50x16 on the back and 5.50x16 on the front. The rolling diameter was about the same as the standard but the bigger bag of the tyre slightly improved the ride. I loved that car and have very fond memories of my time with it if I forget that every time it rained the water came up through the floor [plywood that didn't seal with the chassis or bodywork] around the side screens and over the windscreen. A great many years later I was talking to a proud MG TC owner at a service station and he offered me a drive. I hadn't gone much more than a 100 yards [remember we are living in the past before the newfangled measurements were invented] before I realised why I sold mine. I still

think they are great for that romantic, or maybe mythical, drive with a nice companion along a scenic road, wind in your hair and sun shining. At least that's what they always show in the brochures. Forgetting the wind and sunburn such a drive attracts because at that age skin cancer etc hadn't been invented, but I'm older now, even older today than I was last week, and ease of access, comfort, reduced steering and braking effort seem like good things to have when I go for a drive. I still do think that going for a drive is one of the very best things that you can do with your life.

Now we take a massive leap for motoring mankind and Bathurst 1958 saw David McKay racing his first compact 3.4 [Mk1] called the "Grey Pussy" and although he eventually beat our own Queenslander John French in his Holden FJ, I decided that one day I would have one. By the way a mate and I travelled to Bathurst in his fathers brand new Vauxhall Victor. remember them? Later, of course, our own Bill Pitt had a BRG one which we used to drool over every time we saw it. At the time I was sharing accommodation with a bloke called Roger Eland who later owned a very expensive B & B at Mt Warning which I think was visited by a couple of blokes in an "E" Type by mistake on one of our runs. He rose to fame as the "Speed on Tweed" organiser. We used to go to Glyn Scott's Garage in my TC to watch Scrutineering on the Saturday afternoon before the Sunday racing at Lowood and lust after Bill's Compact 3.4. Later on he always tried to get a rise out of me by saying you never ever got that 3.4 Mk1 did you, you had to made do with a Mk2'.

What has all this preamble been about you may be asking, well, it got me thinking about the small number of Mk2's and no Mk1's that attend our luncheons yet there are plenty in the Model Register. I'm sure that their owners love them dearly. The models concerned were of great appeal to a certain generation who dreamed of one day vacating their mundane chariots and acquiring one of these masterpieces of automotive art, but today, due to the passage of time and manufacturing ability today's mundane chariots are as fast as, handle better, are more comfortable and reliable. I take my Mk2 out for a little drive now and then and still get that little thrill to start it and drive it away but for example I wasn't about to get it out and drive it 100 or so kilometres to Clifton in what turned out to be 47 degree heat. I applaud those who have the fortitude to do so, but its not for me.

That got me thinking about the alternative and it is really as clear as a bell. Most of our luncheoners turn up in XJ6's, which have now become classics, they must be as the prices are starting to creep upwards, so as they are of monocoque construction and are classics they are covered by our register. That way the purists can leave their beloved Mk1 or 2 safely in the garage [one wouldn't keep a Mk2 in a shed, would one] and still turn up at our events in the "right" car.

The only problem is that our XJ6 is the only car I have ever owned to give me back ache. Two hours is more than enough [eg., Farmers Arms Cabarlah] yet we can drive to Canberra etc in our mundane chariot and feel fit and well on arrival. A suggestion was to fit XJ40 seats and I see in many magazines that it can be done without too much difficulty, but that would effect it's authenticity wouldn't it.

Ah well, back to the dream time couch.

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

### JDCQ Classic Monocoque Register

*Calendar for 2018*

Meet at the venue at 11.30am for 12 Noon

**Wednesday 14<sup>th</sup> February 2018**

- Club Hotel, Clifton

**Wednesday 14<sup>th</sup> March 2018**

- Warwick Golf Club

**Wednesday 11<sup>th</sup> April 2018**

- Railway Hotel, Allora

**Wednesday 9<sup>th</sup> May 2018**

- Jacqui's Café, Warwick

**Wednesday 13<sup>th</sup> June 2018**

- Flavours Café, Warwick

**Wednesday 11<sup>th</sup> July 2018**

- Christmas-in-July

Sandy Creek Pub Allan, Warwick

**Wednesday 8<sup>th</sup> August 2018**

- Farmers Arms Hotel, Cabarlah

**Wednesday 12<sup>th</sup> September 2018**

- Yangan Hotel Yangan

**Wednesday 10<sup>th</sup> October 2018**

- Rudd's Pub, Nobby

**Wednesday the 14<sup>th</sup> November 2018**

- Christmas Party

Bestbrook Resort, Maryvale

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

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

See you at a JDCQ Monocoque Register Luncheon soon  
Robin Todd

Phone 07-4664-8509

## LOU GUTHRY MOTORS

EST. 1980

Shop online, visit our website

### Purr-fect pre-loved Jaguars for sale

- JAGUAR, DAIMLER AND CLASSIC CARS FOR SALE
- MOTO-LITA STEERING WHEELS
- ZYMOL CAR CARE
- DUNLOP WIRE WHEELS
- DENTS FINE FASHION ACCESSORIES
- JAGUAR ACCESSORIES
- JAGUAR DVDS

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

31A Roberna Street, Moorabbin, Victoria 3189  
Phone 0418 536 129 Email [info@louguthry.com.au](mailto:info@louguthry.com.au)



## Prestige Mechanics

ALL SERVICING &  
MECHANICAL REPAIRS  
ON ALL MODEL JAGUARS  
AT YOUR HOME OR PLACE OF WORK  
BRISBANE - GOLD COAST  
OR  
CALL INTO OUR WORKSHOP AT:

21 Demand Avenue  
Arundel, Gold Coast  
Qld 4214

Phone: BOB EVENDEN  
5563 2475 and 0400 085 789  
[www.prestigemechanics.com.au](http://www.prestigemechanics.com.au)

Complete Engine Overhauls  
Brakes and Suspension  
Electrical Faults  
Transmission and Gearboxes  
Pre-purchase Inspections

British Technician  
Over 30 years' experience

# New Cars for 2018: Jaguar

Charting the changes for 2018.



**E-Pace:** A new compact crossover, the E-Pace slots into the lineup below the F-Pace and will be powered by Jaguar's family of Ingenium four-cylinders. Based on the platform underlying the Land Rover Range Rover Evoque, the E-Pace should start in the mid-\$30,000s and rise toward \$50,000. When it goes on sale in about a year, it may actually be a 2019 model.

**F-Pace:** In addition to the newly available 180-hp turbo-diesel, the F-Pace gets a gas-burning turbocharged 2.0-liter four that can be had with either 247 or 296 horsepower. The 380-hp supercharged V-6 is still available.

**F-type:** A mid-cycle refresh for 2018 includes the 296-hp turbo inline-four. A 400 Sport model has a 400-hp version of the supercharged 3.0-liter V-6 as well as special trim. Supercharged V-6s making 340 and 380 horses are still available, as are 550- and 575-hp supercharged V-8s.

**I-Pace:** The production version of Jaguar's electric concept will go on sale in late 2018. It is expected to look a lot like the low-roof SUV that Jaguar unveiled at the 2016 Los Angeles auto show. Figure more than 200 miles of range and a six-figure price.

**XE:** A 180-hp turbo-diesel four and a gas-powered 247-hp 2.0-liter arrived earlier this year and will be joined by a 296-hp version of the 2.0-liter four this fall. For those in need of more power, Jaguar offers a new 380-hp model called the XE S. At some later date in 2018, the XE SV Project 8 will go on sale to compete with the BMW M3 and its ilk. The Project 8 gets a supercharged 5.0-liter V-8 with 592 stallions.

**XF:** Well, this is highly out of the norm: This winter, Jaguar will begin selling XF Sportbrakes (read: wagons) in the United States. This handsome competitor to the Mercedes-Benz E400 wagon is only available with a 380-hp supercharged V-6 and all-wheel drive. At \$71,445, it'll be more expensive than its German counterpart but will offer about 70 cubic feet of max cargo space and should, says Jaguar, get you to 60 mph in 5.3 seconds. In less exciting news, Jag's 247-hp turbo four is now available in the XF sedan. It'll be joined by a 296-hp iteration of that engine early next year. For the fuel-conscious torque lover, check out Jaguar's base 180-hp turbo-diesel.

# 2018 MAC'S BRIDGE Sports & Classic Car Festival



Proudly supporting



## SUNDAY 27TH MAY

Join us for our annual car show in idyllic surroundings with excellent catering and trade displays at the

### Qld Rifle Assoc Belmont Range

1485 Old Cleveland Road, Belmont

(see reverse for location map and directions)

#### **FURTHER INQUIRIES**

Mike Taylor: 0417 193 611

Geoff Johnson: 0413 734 977

Murray Clark: [murrayclark1@bigpond.com.au](mailto:murrayclark1@bigpond.com.au)

Or visit: [www.macleansbridge.com](http://www.macleansbridge.com)

#### **ENTRANCE FEES**

Display car, driver & one passenger: \$15.00

Extra passengers: \$10.00 each

Visitors (including parking): \$10.00 per car

Children under 12: FREE



*Activities for all sports and classic car enthusiasts. Proudly presented by the Triumph Sports Owners Association Queensland for the enjoyment of all sports and classic car club members and enthusiasts.*

# GETTING TO KNOW SOME OF OUR REGISTER COMMITTEE MEMBERS AROUND QUEENSLAND



Hi my names Jude I'm the treasurer for the darling downs jaguar club we have a 1974 XJ 6L series 2 as well as a 1974 XJ12 and a 1982 XJ6 series 3 we've been in the club roughly 3-4 years but unlike most wives I like to hang over the bonnet and help work on the jag as well as drive them to which Ron complains about.  
Jude



I'm Kieran Lillis. I joined the JDCQ in 1985 so I have been a member for over 30 years. My wife Annie (Marianne) and two children, Geordie and Kadi, have accompanied to on many Jags runs and events over the years. I first joined the Townsville Register but was transferred by my employer, Education Qld, to Quinalow P-10 State School at the start of 1987 where I met up with the members of the Darling Downs Register. I served on the committee as the publicity officer for approx. 7 years and then I became the Darling Downs Register Chairman in 1996, just in time for the register's 10th Anniversary. I was Chairman for 7 years over the next decade and had the honour of holding that position for the register's 20th Anniversary. In 2007 I stepped aside to give someone else a go and somehow became the register secretary at the same AGM, a position I have undertaken ever since. (That's right, 12 years!) A few years ago Tony Herald surprised me at our annual Show and Shine in Toowoomba by presenting Annie and I with "Life Member" badges. My first Jaguar was a white 1963 Mk2 3.4 which I still have. I also drive a burgundy 1983 XJ6 Sovereign. I also have a 1976 British Racing Green XJS which I hope to turn into a Bathurst Goss replica when I retire one day.

# CLASSIFIED ADVERT

To advertise, please contact Paul Lucas - Mobile 0481 490 335 Email [info@jagqld.org.au](mailto:info@jagqld.org.au)

*Please do not send adverts to the editor*

Members - Free

Non-Members \$30.00 for 2 issues



## 2004 Jaguar XJ6 - X350

The XJ6 is a 2004 build with only 74,220 km, registered till April, number plate "JAG 101" included. Jaguar Racing Green paint is excellent, interior is doe leather with lamb's wool seat covers, beautiful light coloured walnut dash and panels, has DVD, and cd player! First Aluminium Jag sold in Qld!

However roof lining will need some attention, I drove the car and I thought it was better than our X308 with handling and performance.

Don and Marg are open to all offers, contact 07 5563 9608 or 0412 217 181...I don't have any interest in the car but call me if you need to discuss further. **Cheers Col and Di Graham**

**Phone: 0437 151 12 Location: Brisbane Northside**



## Jaguar 1974 XJ6 for sale still in original condition

Motor runs well other than one of the SU carbs needs work.

Driveline appears sound including steering and brakes.

No rust, has a bit of paint cracking on bonnet and rear guard so will need attention.

Interior is clean but is a bit worn as it still all original.

Selling in as is condition

without registration or RWC.

Price: \$3500 ONO

**Contact: Mark Mob: 0475 505 794**



## 1969 Jaguar XJ6 S1

The Director of Internal Affairs says "You haven't done anything on that old car for 15 years, why don't we sell it and buy something running?" Sadly and reluctantly she is right.

69 XJ6 S1 manual with electric overdrive. I believe all original with matching numbers but I haven't checked. Complete restoration needed.

Second vehicle I saw on side of the road and had all the missing parts I needed for the project (mainly chrome work). Serious rust.

**Price: \$3000** the lot (not the tigermoth).

Can help with a car trailer and towing.

**Contact: Nic Case Mob: 0413 173 025 or Email: [pets@gcpetresort.com.au](mailto:pets@gcpetresort.com.au)**

## 1983 Jaguar XJ6 Sovereign

Electric Sunroof

Air Conditioning New

Multi Point Fuel Injection

All new upholstery

VIN: SAJJCALR3CC364724

4 Door Sedan

Kilometres 100,000

Registration 12 months

3 SP Automatic

Colour Red

6 Cylinder Auto

Some facts about this car: This car spent 20 years in a garage locked away in Sydney. The previous eccentric owner fitted a new motor at the cost of \$6000 AND LOCKED THE CAR AWAY.

His family decided it was time to go. I purchased the car and fully restored everything from the front bumper to the back. All work was performed by an authorised Jag Specialist and all paper work is available. The car has new air-conditioning, new radio, new upholstery front and back, electric windows and sunroof. This is a classic. Has 2 fuel tanks. Does require small amount of paintwork.

**Price: \$16,000 ONO Contact Andrew Steele on [andrew@jandacorp.com.au](mailto:andrew@jandacorp.com.au)**

# CLASSIFIED ADVERT - Parts for Sale

## 2005 Jaguar X Type

with Low Low 64,000 kms Silver in colour  
In excellent condition. It has the 3 litre V6 motor  
auto, and all wheel drive.

**Price: Asking \$13,950**

**Contact: Don Lawry**

**Tel: 07 5492 2660**

**Series 2 XJ6 bumper bars** (front and rear) not  
used since high quality re-chroming.

**Price: \$250 each Negotiable**

## Series 2 XJ6 Windscreen trims

in really good condition

**Price: Make an offer**

Large (about 8ft X 4ft) enlarged photo of a C Type,  
D Type and E Type, great for the workshop

**Price: Will give away.**

Contact: Jill

**Tel: 07 5502 9394 or Mob: 0420 353 020**

## XJ40 Workshop/Service Manuals

XJ40 workshop/service manuals. Applicable to  
XJ40 and 6 cylinder XJS cars, with 2.9 and 4.0  
engines.

This is a 6 volume set produced by  
Jaguar for use by their dealers.

Explains every task including body,  
interior, dash panel items etc.

Top quality 4-ring binders with thick  
hard covers and strong spine. MINT  
CONDITION, never used.

**Price: \$150 the set**

**Contact: Bryson Tel: 07 3202 7136**



## Series 1 E-Type Parts

2 x Rear mufflers for Series 1 E Type - in good  
condition, chrome very good.

**Price: \$70.00**

**4 x Wire wheels for Series 1 E Type, curly hub,  
original from a 1965 car.**

In reasonable condition for age.  
Some pitting on chrome spokes,  
splines ok, no clunks,  
with Goodyear tyres.

**Price: \$200.00 ono**

**Contact: Phillip Taylor**

**Tel: 0413 388 798**



## Prestige Plates MK9 in as new condition

Plates like this cost about \$2500 from PPQ.

*Make a decent offer.*

**Contact: Lloyd**

**Tel: 07 3294 8960**

## Daimler 250 V8 - Complete Original Set of Wheels (hubs, rims, hub caps, etc.)

A completely original set that has been on the one car  
since manufacture in 1968. Just recently removed to  
replace with wire wheels. Very good condition. Small  
repairable dents in some rim embellishers. All from 1968  
Daimler V8 250 (pictured)

4x 5-stud hubs with 15 nuts (another 5 would be needed,  
or perhaps an entire new set might be preferable)

5x wheels (including spare with tyre) - unique make to  
take rim embellishers and hub caps

5x rim embellishers (including one on spare)

4x hub caps

4x medallions (fixed to hub caps)

Photos available

**Total price: \$1,450 (Negotiable)**

Pick up from Toowoomba, QLD, or assistance can be  
provided arranging freight (national or international) at buyer's  
expense.

**Contact: Andrew Clarke**

**Mobile: 0412 993 902**

**andrewmurrayclarke@gmail.com**

## Wanted to Buy

### Jaguar Mark 1 2.4 Litre

I'm in the market for a Mark 1 2.4 litre Jaguar.

Preferably a manual, but will consider an auto.

If anyone in your club can assist Thanks

**Contact: Peter**

**Mob: 0413 133 233**

**Or peter.emes@outlook.com**

# JDCQ COMMITTEES & OFFICIALS 2018

## Queensland Executive

PO Box 3513, South Brisbane, Qld 4101

President -	Jim Reid	3388 1229	0418 880 865	president@jagqld.org.au
Vice Presidents -	The chairman of each regional register.			
Secretary -	Nic Case		0403173 025	secretary@jagqld.org.au
Treasurer -	Tony Curtis	3353 3604		treasurer@jagqld.org.au
Editor:	June Whitehouse		0497 089 844	editor@jagqld.org.au
Membership -	Gary Clark		0488 844 944	membership@jagqld.org.au
Web site Administrator -	Paul Lucas		0481 490 335	info@jagqld.org.au
Library	Ray Hodges	38207681		library@jagqld.org.au
Regalia	Jaimie Cook		0431 524 643	regalia@jagqld.org.au
Publicity/Promotions				
Historian/Points Collator	Terry Whitehouse		0409 072 500	historian@jagqld.org.au
Regional Liaison -	Jim Bowden		0412 991 747	liaison@jagqld.org.au
Sporting Coordinator -				
Face - book co-ordinator	Debra Cook		0412 622 592	facebook@jagqld.org.au

## Representatives

Concessional Rego Info	Lloyd Andersen	3294 8960		concession@jagqld.org.au
GEAR Representative	Alan Hannah	3209 6517		gear@jagqld.org.au
ACJC Delegate	Jim Reid	3388 1229	0418 880 865	acjc@jagqld.org.au

## Brisbane Register

PO Box 3513, South Brisbane, Qld 4101

Chairman & JDCQ Vice President	Ian Lind	0438 629 598		ljind@bigpond.net.au
Secretary/Treasurer	Joy Cooper	0419 732 091		joy.cooper@cooperation.com.au
Assistant Secretary/Treasurer	Neil Summerson	0419 273 296		nesjas@bigpond.net.au
Cat Chat Editor	Ruth Bodey			phil.ruthb@gmail.com
Committee Members	Lloyd & Lorraine Anderson, Phil Sperryn & Ruth Bodey, Jeanette Lind, Brian Hine, Jim Bowden & Lucy Saunders			

## Gold Coast Register

PO Box 7636, Gold Coast, Qld, 4217

Chairman & JDCQ Vice President	Ray Howlett	5564 1114	0408 769 118	rayhowlett@bigpond.com
Vice-Chairman	David Willmott	5593 2524	0408 455 249	davidanthony56@hotmail.com
Secretary	Debbie Duncan	55252310	0413 318 191	dduncan@powerup.com.au
Treasurer	Lyn Evers	3206 7171	0438 064 016	levers@bigpond.net.au
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
Committee members	Chris Miers Arthur Kantalis Debby Duncan Caroline Coulston Terry Cooper			

## Central Queensland - Capricornia Register

297 Waterloo Street, North Rockhampton, Qld 4701

Chairman & JDCQ Vice President	John Large	4933 1783	0408 221 366	jrlarge@bigpond.com
Vice Chairman	Chris Millard	4936 2674	0428 176 430	cmillard@igpond.net.au
Secretary	Gerry Ross		0408 745 013	geraldross1@bigpond.com
Treasurer	Barry Hancock		0407 696 315	barryhancock47@gmail.com
Social Secretary	Frank & Marie Smallcombe	4978 1827		fmjag75@bigpond.com

## Darling Downs Register

PO Box 6396 Toowoomba West 4350.

Chair & JDCQ Vice President:	Bruce Dascombe	4630 8274		bnjdascombe@sctelco.net.au
Vice Chair:	Barry Challenor	4696 2278		kakie455@bigpond.com
Secretary:	Kieran Lillis	4663 4220		klill1@eq.edu.au
Treasurer:	Jude Heppes	0488 095 254		judewaite@gmail.com

## Mackay - Whitsunday Register

P.O. Box 1 Rural View 4740.

Chair & JDCQ Vice President:	Paul O'Grady			pogandmog@bigpond.com
Secretary	Maree O'Grady			pogandmog@bigpond.com

## Sunshine Coast Register.

18 Longwood Drive, Peregrin Springs, 4573

Chairman&JDCQVicePresident:	Lindsay Price	5494 7930		jdcsunshinecoast@jagqld.org.au
ViceChairman	Col Pickering	5445 1608		lindsu@outlook.com
Secretary:	Margaret Day	5493 4801		colinpickering@optusnet.com.au
Treasurer:	John Herbert	5471 3886		marg-day@outlook.com
Editor	Wendy Gross	5497 0929	0498 203 257	herbert.casino@gmail.com
Non Portfolio:	Susan Price, Lyn Pickering, Ian & Vicky McKinnery, Joe Day			goodwillpark@hotmail.com

**Wide Bay Burnett Register:** 76 Lenthall Street Aldershot 4650

Chairman&JDCQVicePresident:

Arthur Bock

aergbock@bigpond.com

Secretary:

Lee Buckley

leev.buckley@bigpond.com

Treasurer:

Paul Mittleheuser.

pjhfarms@westnet.com.au

Editor:

Bill Buckley.

william.buckley@bigpond.com

SocialSecretary:

Bob McLean

## MODEL REGISTERS QUEENSLAND

### Chassis Cars

John Bramwell 5546 0025

Lloyd Andersen 3294 8960



SS, MkIV, MkV



XK120, XK140, XK150



C-type, D-type



MkVII, MkVIII, MkIX

### Classic Monocoque

Bill McMonagle 3882 0903

Robin Todd 4664 8509 randvtodd@bigpond.com



Mk1, MkII, 240, 340, Daimler V8



S-type



420 Compact



Mk10, 420G, DS420

### E type & F type

eandftyperegister@gmail.com

Tony Nelson 3395 1302

Clive Arnold Ph: 0403 054 846.



EType



F Type

### Classic XJ

Alan Buller 0432 088 167 abuller5@hotmail.com



XJ6, XJ12, Series 1, 2, 3



XJ6C, XJ12C

### Grand Tourer

Chris Marsh 3410 7770 0419 271 084



XJS



XK8, XKR, X100, X150

### Sporting/Modified



### Modern Luxury Saloons

Charlie Provis 3886 7074

0419 011 399

charlieprovis@gmail.com



XJ40



X300, X308, XJR



X350



XJ 351

### Modern Compacts

Ray Carter 0414 785 940

raycar5555@yahoo.com.au



S-type



X-type



XF



XE

### Crossover Register



Epace



Ipace



Epace

# 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)



STORAGE 33 PTY LTD  
 PO BOX 434  
 ASPLEY QLD 4034  
 ABN 63 616 907 469

P +61 7 3076 3741  
 M 0439 651 709  
 E INFO@STORAGE33.COM.AU

*. storage .  
 . maintenance .  
 . presentation .*



We have gone to extraordinary lengths to provide a unique vehicle storage solution conveniently located within Brisbane's inner north. Short or long term storage options tailored to your needs.

Security is our top priority - cleanliness is key. Our positively pressurised storage area ensures a permanently clean, dust free, humidity and temperature controlled environment, providing ideal conditions for the long term preservation of your investment.

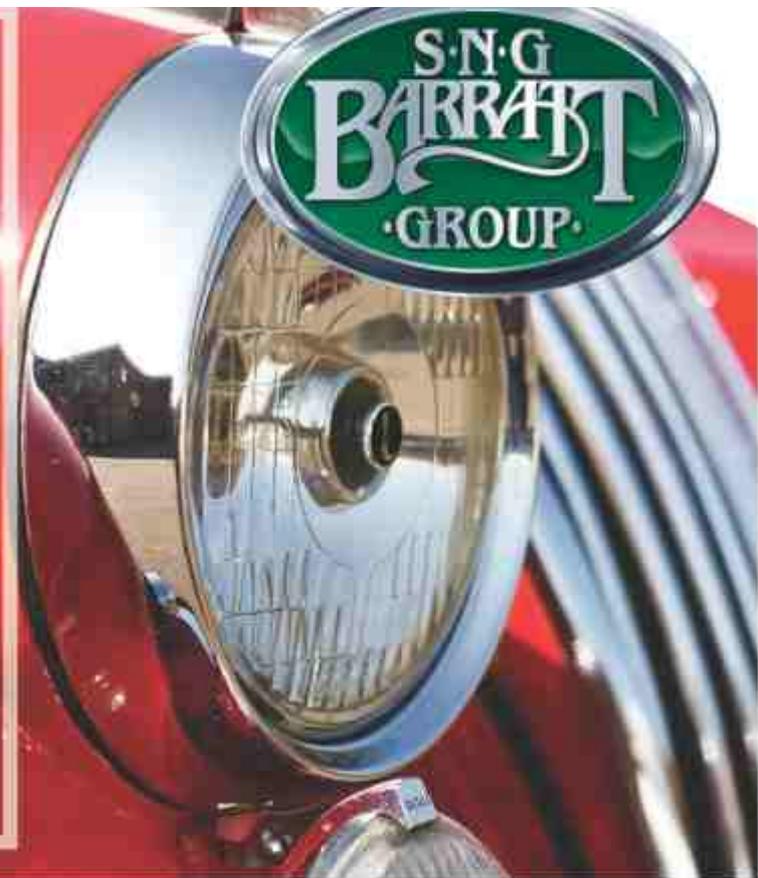
In-house vehicle presentation services are also available.

[WWW.STORAGE33.COM.AU](http://WWW.STORAGE33.COM.AU)

## FOR YOUR JAGUAR

PARTS MADE IN HOUSE  
 UPGRADES  
 SERVICE ESSENTIALS  
 BIG NAME BRANDS  
 GENUINE JAGUAR PARTS

PARTS & ACCESSORIES  
 FOR  
 CLASSIC & MODERN  
 JAGUARS  
[WWW.SNGBARRATT.COM](http://WWW.SNGBARRATT.COM)



+44 (0) 1746 765432



+1 800 452 4787



+33 385 201420



+31 13 521 1552



0180 1 833 833\*

\*ONLY €0.04/MINUTE FROM GERMAN LANDLINES ONLY



*Rear view of the new F Type, on display at JDCQ Australia Day BBQ  
courtesy of Springwood Jaguar  
Photo by Terry Whitehouse*