

Queensland

JAGUAR



Driver

May - June 2018



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Jaguar Drivers' Club of Queensland

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Queensland Jaguar Driver May - June 2018

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



EDITORS MESSAGE

Hi Everyone,
Here we are, well into Autumn, although the weather Gods seem to have missed the memo that says it's time to change the temperatures, so the sun continues to shine and the thermostat keeps rising. It has been wonderful to see the many events that have been going on within the

various registers, I love to receive the reports and photos and will always endeavour to use as many of the great photos as space allows.

A quick glance at the magazine cover would have drawn attention, no doubt, to my slightly unconventional photo for the front cover, this time. What can I say, I like to see people, I know the cars are magnificent to see, and we are a car club, I understand all of that, but, our club is also about its members, so just for once and once only (well never say never) I have gone with people on the front, and what a lovely bunch they are, too. Perhaps, at your next event a portrait style, group photo of those attending, might be taken, and that too could find its way to the front cover, we are nothing if not versatile, I think someone said that, and if they didn't, I just did.

I do have important information regarding the deadline for the next, (July/August) issue, so please take note. Lyn, the lovely lady, who assembles our magazine ready to print and post, is away on holiday, during the first two weeks of July, returning on the 15th July. We need to have the magazine complete and posted out before she leaves for her break. This will mean a deadline of 16th June for all next issue contributions, this will have to be a firm deadline, not the usual stretched deadline. Anything after that date will have to go in the (September/October) issue. This is particularly important for our regular contributors as we don't want to miss out on these articles.

In our March/April magazine, the Nuts and Bolts article from the previous issue was inadvertently repeated, our sincere apologies for this oversight and, as you will see, to put that right, we have, not one, but two, Nuts and Bolts articles, this issue, and a jolly good read they both are. It is probably, now, time that I made way for the important stuff, so I will say bye for now, and keep happy until next time, from your editor, June

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Patron Ron Gaudion

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



Cover Picture

Darling Downs Register gathering
at the Laidley Historic Village'
photo by Terry Whitehouse

Next Jaguar Driver Magazine.

Deadlines for
Closing Date for Contributions 16th June 2018
Classifieds Deadline 13th April 2018

Life Members

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

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Queensland Jaguar Drivers Club Forthcoming Events

May 2018 Calendar

Wednesday 2nd	Gold Coast Register	Mid Week Run D. Willmott
Thursday 3rd, 12.00 midday	Chassis Based Register	monthly Lunch @ Karalee Tavern Lloyd Anderson
Tuesday 8th, 7.30pm	Brisbane register	Yeronga services club, general meeting contact Ian Lind or Joy Cooper
Wednesday 9th	Monocoque Lunch	Jacqui's Café Warwick Contact Robin Todd 46648509
Sunday 13th	Gold Coast Register	Mothers Day Luncheon Ron Gaudian
Tuesday 15th Drive and Pies	Brisbane Register	Day Drive Mt .Glorious to Fernvale Jim Bowden & Lucy Saunders
Sunday 20th	Sunshine Coast Register	Morning Tea/Lunch @ members homes Ian & Vicky and Tony Herald
Sunday 20th	David Hack Day	Toowoomba (see flyer)
Sunday 27 th	Capricornia Register	Morning Tea @ Tannum Sands Beach, then Lunch @ Rock Salt Restaurant (see Flyer)
Sunday 27th	Mac's Bridge Classic Car Festival	Monthly Meeting
Monday 28th	Gold Coast Register	Alan & Marie's Coffee Run
Tuesday 29th, 10am	Darling Downs Register	@ In Bound, Toowoomba Railway Station contact Alan Buller 0432088167

June 2018 Calendar

Tuesday 5th	Gold Coast Register	Morning Tea Run C.Coulston
Thursday 7th, 12.00 midday	Chassis Based Register	Lunch @ Karalee Tavern Lloyd Anderson
Fri 8 th /Sat 9 th /Sun 10 th	Brisbane Register	Drive and Walk in Bunya Mountains (see flyer) Phil Sperryn & Ruth Bodey
Sunday 10th	Darling Downs Register	Poker Run organisers Kay & Barry Challenor
Sunday 10th	Gold Coast Register	Luncheon Run Robin Kup-Ferroth
Wednesday 13th	Monocoque Register Lunch	Flavours Café Warwick contact Robin Todd 46648509
Sunday 17th	Sunshine Coast Register	Stu & Wendy's Mystery Run
Sunday 24th	Capricornia Register	Drive to Agnes Water-1770 for Morning Tea/Meeting & Lunch @ Hotel
Monday 25th	Gold Coast Register	Monthly Meeting
Tuesday 26th, 10am @ Cafe Abbey Lane, shop 510522 New England Highway, Toowoomba	Darling Downs Register	Alan & Marie's Coffee Run contact Alan Buller 0432088167

July 2018 Calendar

Wednesday 4th	Gold Coast Register	Midweek Run D. Willmott
Thursday 5th, 12 midday	Chassis Based Register	Lunch @ Karalee Tavern Lloyd Anderson
Wednesday 11th	Monocoque Register Sandy Creek Pub Allan Warwick contact Robin Todd 46648509	Christmas in July
Saturday 14th	Sunshine Coast Register	Bastille Day Run
Saturday 14th	Darling Downs Register (Limited Numbers Apply) organisers Ron & Jude Heppes	Christmas in July
Sunday 15th	Gold Coast Register	Christmas in July A,Kontalis & C.Coulston
Sunday 22nd	Capricornia Register Outing	Drive to Mt. Morgan Dam Lunch @ Westwood or Kabra Hotel
Monday 30th	Gold Coast Register	Monthly Meeting
Tuesday 31st, 10am	Darling Downs Register	Alan & Marie's Coffee Run 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



Your committee has been very busy since the last Magazine was printed.

Our first concern was the membership fees and if and how we should approach this issue without causing bank accounts to be depleted.

We looked at different outcomes and decided on a decrease in the fees paid and took this offer to a general meeting on the 9th April which was passed by all in attendance, see minutes in this issue.

The second issue we raised at the General meeting was the situation of the Vice Presidents method of election. The present method of the register chairs automatically being a Vice President went totally against the constitution which states that members of the committee MUST be elected at the AGM.

A discussion was held, and the members were informed that the JDCQ would inform all members by the next AGM the outcome of discussion within the JDCQ on how we should correct this problem.

The committee will also be discussing how a fairer method of recognition of members who deserve to be presented with a Badge of merit will be actioned.

A big thankyou must be given to Col Galley and staff for once again allowing us to use the Kirkfare Klassics display centre for our meeting.

By the time this issue is printed the National Rally will have concluded and although family business prevented our attendance this year we will be at next years. I have requested photos and story of this year's Rally to be sent to the Editor.

Sunday the 8th APRIL Maureen and I joined the Brisbane Register cruise to St Helena Island, this was organised by Phil & Ruth, thankyou to you both for a great day.

I would like to welcome new members to our Jaguar family, they are Belinda & Warren Denniss, Jenny & Graham Norman, Wendy & Lindsay Brydson, Leanne & Paul Arscott, Greg Ducquet, Janet & Alexander de Plessis, Kitty & John Loechel and Philip Almond. If we have not met, I look forward to doing so.

It would be amiss of me not to ask the Secretary of the JDCQ (DOG TRAINER EXTRAUDENAIRE) how his hand is healing after being bitten by a dog, sorry Nic, could not resist.

A final reminder to all members that may have old JDCQ Documents that we can store and give you back the space under a bed or garage shelves, please give one of the committee a call and we will pick it up.

Keep safe

James(Jim) Reid

JDCQ Brisbane Register

Saint Helena Penal Settlement trip 8th April 2018

A well organised trip with guided tour around the ruined Penal Settlement, morning tea and smorgasbord.

A hot day but enjoyed by all. The old wooden boat was very comfortable and no one was seasick.





Brisbane Regional Register invites you to join us on an historical 3 day drive to the South Burnett visiting the Bunya Mountains and staying in Kingaroy.

drive/walk/observatory/history tour 8th 9th 10th June



Why not Join us for this historical tour of the South Burnett region. Walk in the beautiful Bunya Mountains and admire the massive Bunya and Hoop Pines. Marvel at the rings of Saturn and Jupiter from the Kingaroy Observatory and stay in the historical farming town of Kingaroy all part of the South Burnett region Fri-Sun 8th, 9th, 10th June.

Everything except one dinner will be included in the price which will be \$330 pp.

It is now time to register your interest in this 3 day drive . Please reply to Ruth & Phil—preferably by email to phil.ruthb@gmail.com or phone 0418188090 or 0412187130



Please make payment to our treasurer— Joy Cooper

Payment by direct deposit to: The Jaguar Drivers Club of QLD Inc (include surname as a reference) BSB 484-799 Acc No 506117953 or cheques made Payable to "Jaguar Drivers Club QLD Inc" & write "Bunya" on the reverse then post to : Brisbane Register JDCQ , c/- 3621/30 Hollins Cres New Farm Q 4005

- * Two nights accommodation at the Burke and Wills Motel in the heart of Kingaroy— Queen, King or Twin beds.
- * Package includes accommodation, 3x lunches, 1 x 2 course dinner, 2 continental breakfasts plus 2 morning teas and 1 afternoon tea.
- * 1 lunch will be at the pretty Malanah Gardens with beautiful views of the South Burnett and another at Historical Ringsfield House a living museum complete with coach house and school at Nanango.
- * Includes entry to the Kingaroy Observatory (a nine minute drive from Kingaroy) for star gazing with the host astronomer. Of course weather permitting.!
- * Early 2 course Dinner at the renowned "Explorers Restaurant" at The Burke and Wills Motel before the observatory.
- * 2 hour easy hike in the beautiful Bunya mountains to admire the huge and magnificent Bunya and Hoop Pines. Can you tell the difference? A 45 min horse and cart ride for those not wishing to walk. Followed by lunch at Elz restaurant.
- * Includes a visit to "Bethany", the Bjelke-Petersen home for over 100 years. Tour taken by John Bjelke-Peterson and sample Flo's famous pumpkin scone recipe—cooked by Karyn Bjelke-Petersen (afternoon tea).
- * Includes a visit to heritage listed "Taabinga Homestead" built 1846 for a tour and morning tea. Taabinga Homestead is one of Queensland's oldest surviving occupied homes.
- * Lunch on the last day at Historical Ringsfield House, Nanango—a living Museum

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\$ 258.50 for 6 issues
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\$ 539.00 for 6 issues
\$ 660.00 for 6 issues
\$ 1,100.00 for 6 issues



Message from Chairman Brisbane Register with Ian Lind

Thanks again to June our Magazine Editor for our 'Queensland Jaguar Driver' March-April 2018 edition. The quality and content just gets better and better. There were some great articles in the last mag and I thoroughly enjoyed reading them. Thanks also to Ruth Bodey for edition 8 of Cat Chat to keep us informed between magazines. I also enjoyed the article here on Austin Sevens competing at Le Mans by Phil Sperryn. You will probably have heard now of our JDCQ's special meeting at Kirkfare Klassics to consider utilising their healthy reserves to reduce membership fees for approximately the next five years, so I will leave that to Jim Reid, Nic Case and Tony Curtis to elaborate on.

Since my last message there have been a few developments. Firstly at the General meeting of the Brisbane Register on March 13, 2018 two motions were put forward. The first was:-

THAT GENERAL MEETINGS OF THE BRISBANE REGISTER OF THE JDCQ BE HELD PERMANENTLY ON THE 3RD TUESDAY OF THE MONTH IN MARCH, MAY, JULY, SEPTEMBER AND NOVEMBER IN A VENUE TBA USUALLY THE YERONGA SERVICES CLUB, UNLESS A SERIOUS SITUATION, WEATHER EVENT OR PUBLIC HOLIDAY PRECLUDED A MEETING.

This was passed by members present but even 'the best laid plans go astray and Joy our secretary discovered that we had been 'gazumped' by another club on those days. The committee was advised and their consensus was that we should hold meetings on the second Tuesday of the month as Yeronga Services Club had these Tuesdays available throughout 2018. So could all Brisbane Register members take note of this change please. The second motion was:-

THAT DRIVING RUNS OF THE BRISBANE REGISTER OF THE JDCQ BE HELD PERMANENTLY (AND INDEPENDENTLY FROM ONE OR TWO DAY RUNS) ON THE THIRD FRIDAY OF THE MONTH EITHER MONTHLY OR BI-MONTHLY UNLESS A WEATHER EVENT OR PUBLIC HOLIDAY PREVENTS A RUN BEING HELD DUE TO FLOODING OR TRAFFIC CONGESTION.

This motion failed to be passed as many members valued their Fridays as a 'springboard' to a weekend away. After some debate every third Wednesday was passed although not all members were in favour of that either, due to other commitments including Golf and Sailing days etc. We will see how this weekday goes in 2018 it can always be changed by consensus at a later date. As we have such a busy Calendar this year we have made the runs bi-monthly at this stage. (See your calendar.) The first one will be 18 April to Eumundi Markets.

Regarding events since our last mag we have had the afore-mentioned General Meeting which was well attended, and where we listened to a talk from Margaret Hine about doing a huge walk along the Camino Way, and a talk from Brian Hine about his Mark 11. On Sunday the 8th April we had fourteen members take part in our Saint Helena cruise, lunch and guided tour around the old penal site and environs. It was very enlightening to see how our prisoners have gone from the cat o nine tails and 14 days solitary confinement and leg irons, to TV sets and comfortable cells in just 150 years. On the 15th April Jim Bowden organised a welcome to new members at a cafe in Coorparoo. You can read his report in this magazine. On the 24th April we will be having a short meeting and viewing of the E Pace at Brisbane City Jaguar. In the meantime happy and safe 'Jaguaring'.

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Alan and Marie's Morning Coffee Runs

written & photos by June Whitehouse



Alan and Marie's March Coffee Run was held on 27th March at the Toowoomba City Golf Club. There was a good group of people and we were joined by Kath and Chris, who had seen our facebook notification of the coffee run, and decided to come and have a look at us. They stayed with us through morning tea and lunch and it was lovely to have their company. There was lots of chatter and mechanical information being bantered around, and everyone had an enjoyable time. Unfortunately, one of our members, who shall remain nameless, but isn't a million miles from this computer, decided to make a spectacle of herself and have a 'funny turn' brought on by severe cramp. Quick thinking by Faye, helped to alleviate the pain and suffering, but couldn't really help with the embarrassment. As the passing out stage approached, Faye grabbed a handful of ice from

the water jug on the table, and plunged it down neck and around face and head, cleverly avoiding the total pass out happening. Thank you Faye, and my apologies to all present for the caffuffle, I sincerely hope it won't happen again.

The April coffee run was held at the Barn, Flagstone Creek. This is always a terrific day and venue. This was another great coffee morning, starting with beautiful scones with jam and cream, and blueberry muffins straight from the oven, we really get spoilt when we go to the barn. There was quite a good turnout of members, arriving at various time, and in various car types. We all

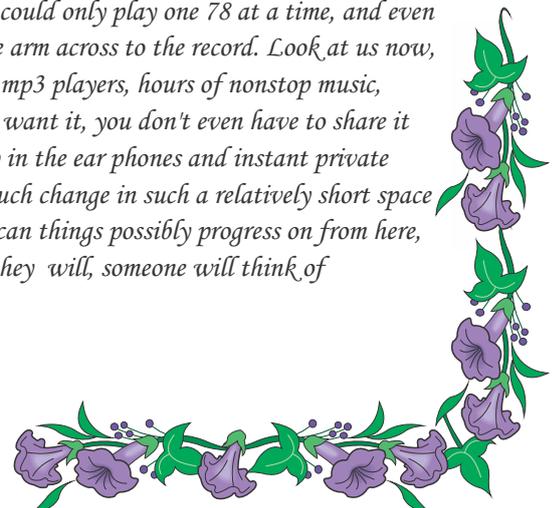
had a lovely time, chatting and eating, what more could one ask for. Fortunately, no medical dramas this time. Thank you, again, Alan and Marie, for a lovely well organised morning coffee/lunch treat..



JAG WAGS CORNER

On a recent club register event we went to the Eagle Rock Cafe, in Laidley. The photo attached was of myself and my cousin, who was visiting from Sydney, and the chap in the middle is, of course, the late, great Elvis Presley. I posted a similar photo to the JDCQ, facebook page, taken on the same day, showing my cousins wife and daughter, also with Elvis. Along with my post, there were other, 'Elvis surrounded by people', photos, taken from another cafe by another register. This got me thinking about what a great legend Elvis really was, more so than even I, a hopeless fan, could have imagined, the man has been dead for seventeen years longer than he was a living artist, but still rock cafes are bringing in the customers, eager to be photographed standing beside a statue of this great man. How lucky were

we, those of us who grew up listening to Elvis, buying his records and swooning (I admit to the occasional swoon) at his pictures, and going to the cinema to watch his movies. I just wonder how many decades, his fame and popularity will continue, before he is no longer revered. There was, in the cafe, also a statue of Marilyn Monroe, looking very seductive, and a photo was taken with Keiran, doing something naughty, but I didn't get custody of this particular photo or it would indeed be here on display, or did I, yes, thank you, Jeanie, you naughty boy, Keiran. I started to think back to how 'cool' and modern we thought we were, being able to have a 'stack' of 45s playing automatically, one after the other, an absolute marvel to my parents, who could only play one 78 at a time, and even had to lift the arm across to the record. Look at us now, with our cds, mp3 players, hours of nonstop music, wherever you want it, you don't even have to share it now, just pop in the ear phones and instant private concert. So much change in such a relatively short space of time, how can things possibly progress on from here, but I'm sure they will, someone will think of something.





JAGUAR DRIVERS' CLUB OF QUEENSLAND Inc.

PO Box 3513 South Brisbane Queensland 4101

ABN: 31 195 910 938

MINUTES OF JDCQ MEMBERS GENERAL MEETING

HELD: 9 April 2018 at the Showroom of Kirkare Klassics, 153A Kirby Rd, Aspley.

Prior to the start of the meeting, J Reid announced the death of member Terry Cooper. A minute silence of respect was held. T Curtis read a brief tribute/eulogy.

COMMENCED: 7.35PM

PRESENT: 17 members per Attendance Form, including 6 Committee members. 4 proxy's submitted.

APOLOGIES: 17 members per Apologies Form.

MINUTES OF PREVIOUS MEETING: J Reid advised that no member general meeting (other than an AGM) had been held for a considerable length of time that there would be no minutes read.

GENERAL BUSINESS:

- i. **Fees for 2018/19**
Proposal "To reduce Option A subscription from \$105 to \$95
Set Option B subscription at \$145
No change to the joining fee"
T Curtis presented the Committees proposal on fees for 2018/19 and outlined the reasons behind the proposal, explaining the financial effect that \$10 fee decreases had on the Clubs finances.
As there were no questions on the proposal, J Reid called for a vote on the proposal
Unanimously carried

- ii.. **Vice Presidents**
J Reid advised the meeting that under the new constitution no Vice Presidents had been elected to the JDCQ Committee at the AGM and the old method of Regional Chairs automatically becoming VP's was inconsistent with the constitution.
T Herald spoke on the original decision to make the 7 Regional Chairs Vice Presidents, including to make the regions inclusive to the JDCQ by providing representation, equal say and communication between the JDCQ and regions.
P Rolton spoke on the constitution advising that only the positions of President, Secretary and Treasurer are elected, along with a number of other members to the Committee – the Committee then decides what portfolios that each elected member will fulfil. A Casual vacancy on the Committee only arises if an elected Committee member vacates from the Committee.
Several other members asked general questions.
J Reid thanked the members for their input into the problem and for providing possible solutions. The Committee would reconsider the issue of appointing/electing VPs, taking into account the feedback from the membership, and report at the next AGM.

CLOSURE: Meeting closed at 8.20 pm.

SIGNED AS A TRUE RECORD: **PRESIDENT** **Jim Reid**



VALE - Alan Watson



We sadly advise of the passing of Alan Watson, late of Wellington Point, brother of Laurie and former member of HRCC and JDCQ. Alan was a competitor who enjoyed engineering the Jaguars (E-Type and XJ-6, both turbo-ed before such things were common) and competed in early Leyburn Sprints, Noosa Hillclimbs, and Lakeside Regularity Trials. He had built a very special lwb Gemini with 6 cylinder Nissan power, and more recently had competed in the Lake Gairdner Speed Trials with the E-Type.

Always cheerful and ready to help, Alan was stricken with Motor Neurone Disease; he passed on Friday 13th April.

VALE - Terry James Cooper



THE PASSING OF GOLD COAST AND LIFE MEMBER TERRY JAMES COOPER

Born 6 April 1944 - Died 9 April 2018

It is with great sadness that the Jaguar Drivers Club of Queensland inform you of the passing of Terry Cooper. A long-time member of the Gold Coast Register (joined 14 April 1991) and recently awarded **Life Member** of the JDCQ with his wife Di.

Terry was raised in the Brisbane suburb of Wavell Heights and went to the Nundah and Wavell State schools. His first job was as a Barber in Nundah where, next door, he met his future wife, Di – they married in 1966. In the late 60's Terry and Di went to work in the Family Clothing Manufacturing business, Tumbtogs, at Nundah.

In 1974 Terry and Di went into Owning, Building and Operating of Motels in various places, mainly around Queensland, with one venture into NSW. This lasted

until their retirement in December 2000. They have one daughter – Tracy.(47)

Terry died 3 days after his 74th birthday, which was celebrated with around 20 friends, after a long and determined fight with cancer.

REST IN PEACE TERRY

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(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

Or visit: 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.

Treasurer's Report

with Tony Curtis



There is not a great deal to report for this magazine as the club has just had the general in's and out's for normal business.

The General meeting on the 9th of April accepted the Committee's proposal for the fees for the 2018-19 year. Option A members getting a \$10 reduction from \$105 to \$95. Option B members fees remain the same due to the fact that they also get the \$10 reduction, but will lose the club's subsidy of \$10 on the Jaguar Magazine, therefore their fees will remain at \$145

There was no change to the Joining Fee of \$50.

With these changes the JDCQ will start to lose a small amount of its reserves each year. This loss will be review each year, but should enable the club to maintain this fee structure for approximately 6 years.



Thrilling to look at and drive, Jaguar I-PACE is the world's smartest five-seater sports car. Innovation has been taken to an unprecedented level with this pure Battery Electric Vehicle, and in true Jaguar fashion, I-PACE has been made to feel like no other car on the road.

Under the keen eye of Australian motoring experts, I-PACE made some memorable impressions.



'This isn't just another electric car.' - CarAdvice



'The Jaguar I-PACE will one day be looked upon as a landmark car in Jaguar's history.' - CarSales



Secrets on the Sunshine (?) Coast

Written by Tony Herald, photos by Tony Herald, Ian McKinney and Debbie Herbert.

The 18th of April was supposed to be bright and sunny however the weather gods had other ideas. John Herbert had organised a day of secrets for us to enjoy, and enjoy it we did, despite the considerable amount of rain on the day.

Morning tea was arranged at the Maroochydore Bushland Botanical Gardens, a wonderful location (I know that because I have been there in more favourable conditions) but today somewhat damp. We arrived to find the shelter John had intended to use full of primary school kids and their teachers sheltering from the rain. After sharing this, by now crowded, shelter until most of our contingent had arrived John set out to find us another spot to share our morning tea and located one about 500 metres away. With the rain eased off we relocated and settled in to the usual fare of cakes, tea, coffee and lots of spirited conversation. The rain came back again and while we were protected, a group of the school kids, out on the exploration of the gardens, had to seek shelter with us so we had company once again. Despite the conditions a pleasant hour was spent before, again in a break from the rain, we headed back to the cars for the drive to our lunch destination.

John had plotted a very interesting drive of about 30 klms through countryside and forests avoiding any main roads. Even with a little rain it was enjoyable passing through Chevallum, Palmwoods (past Ricks Diner, another fascinating place to visit), up the very steep Razorback Road to Montville then down to Narrows Road to Lake Baroon.

Lake Baroon is a major water supply for the Sunshine Coast and very picturesque. On the shore of the lake is Secrets on the Lake, a fascinating café and resort full of character and beautiful vistas overlooking Lake Baroon. We were joined by some members who had driven directly to the Café and after settling in to our two long tables our 26 members enjoyed a delightful meal and of course a lot more enthusiastic chatter. Despite sharing the café with another large group, the service was prompt, friendly and efficient, the food excellent and, by this time, the rain irrelevant.

By mid afternoon the rain had eased off again and we gradually said our goodbyes and headed for home having enjoyed a delightful, if a little damp, day. Many thanks to John for his excellent organisation and for Debbie for her delicious cake. A day we all enjoyed.





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.

Graham & Jenny Norman	Wide Bay Burnett
Lindsay & Wendy Brydson	Gold Coast
Bruce & Lyn Wieland	Brisbane XJS (returning member)
Greg Ducquet	Brisbane XJ12S3
Alex & Janet du Plessis	Brisbane XJ8
John & Kitty Loechel	Gold Coast XJ6S1
Phil Almond	Brisbane (returning member)
Paul & Leanne Arscott	Brisbane



The club currently has 423 memberships
Gary Clark

GLORIOUS PIE RUN

15 May 2018



A great run up Mt. Nebo, over Mount Glorious, down through picturesque Somerset and finish for lunch at the famous Fernvale Bakery for your choice of over 100 varieties of pies!!

Over 50 km of pretty mountain driving, be sure to pump up your tyres and check your radiators and brakes. Modern Jags get a chance to play with their paddles, and learn more about their intelligent sports transmissions.

Meet any time between 10am and 11am at Adrian Jones Tea Rooms, 1 Fernlands Rd, Mt. Nebo. To get there simply continue along Waterworks Rd onto Mt. Nebo Rd, plenty of parking just off Mt. Nebo Rd. Have a cuppa, feed the amazing birds, leave anytime for a staggered departure for Fernvale, as a convoy of 30 Jaguars might be a bit much for other road users! Be wary as speed traps are often in place on this great piece of drivers delight road.

Fernvale Bakery has a large parking area, under-cover cafe and wide choice of tucker. Depart for home when you are ready, Fernvale is a convenient point to return to Sunshine Coast and Darling Downs, and a quick link to the M6 back-route for Gold Coasters.

Please let Jim or Lucy know if you intend to come, 0413130009

The Charities we have supported



Brake



2018— The 8th Angelhurst Village Charity Car Day

An inter-club charity challenge
Invited Clubs
No public, invited guest ONLY

When: Sunday, 3 June 2018

Time: From 9am...

Where: 2 Pendennis Road
Tambourine

Admission: \$30 per car
Concours entry extra

Fine food and drinks on site
Or bring your own picnic
Low key concours judged
Trophies by Shannons

All proceeds to benefit:
Camp Quality and Brake

This event has raised over \$50,000
thus far.....with total proceeds going
to the nominated charities....



Everyday Hero
Gabriella's Mission



Camp



Welcome Morning Tea for New Members

Story Jim Bowden photos Barry Cooper

A very nice time was had when 10 new members met the Brisbane Committee for a lovely Devonshire tea. The venue was Flute Café in Coorparoo, owned and run by Lucy Saunders' grand-daughter Al and partner Paul who went to great lengths to provide us with a memorable event. Specially baked scones, raspberry and cream, champers and coffee all on a sunny Sunday afternoon.

New members welcomed were Rob Murphy and Joy Zhang, lovely dark blue XKR convertible. Barry Cooper was able to help Rob diagnose some electrical issues- seems like a coil pack is playing up.

Ian Scott and wife Aldona made it, but their E Type – clutch trouble – did not.

Terry and Helen O'Reilly in their dark indigo blue XK150 convertible, magnificent restored animal.

Ron Evans, fresh and cheeky from a recent trip to hospital loves his daily driver XJ40, sadly his wife Robyn could not make it.

John Allen and Maureen Gibson from West Manly made up a strong contingent from the Manly area including Committee members of the rakish Phil Sperry, and Brian and Margaret Hine.

Rod Lang drove in from Samford, windows open all the way in his brilliant red-orange Mark 2 that has been in his family over thirty years. Has to be seen to be believed. Wear sunglasses.

Bonus- Joy Zhang works for Prixcar and can help with very low cost interstate transport. She mentioned Brisbane to Cairns for \$150, Brisbane to Melbourne \$350 – contact Joy at joy.zhang@prixcar.com.au for a quote.





**Gold Coast trip
to Heritage Wines**

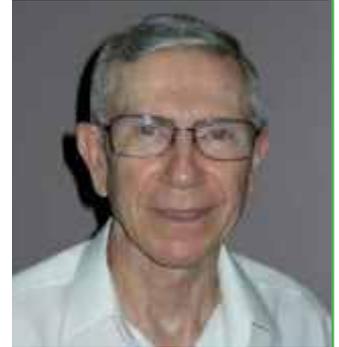


Gold Coast Register trip to Hinze Dam



Jaguar/Daimler - 12 Cylinder Owners Workshop Manual

WM24: Jaguar / Daimler 12 Cylinder Owners Workshop Manual by Peter Strasman, published in 1992 by Haynes Publishing Group.



Models covered by this manual:

- ÷ Jaguar XJ12 and Sovereign
- ÷ Jaguar XJS, including XJSC (Cabriolet)
- ÷ Daimler Double Six, including Vanden Plas
- ÷ Series 1, 2 & 3 with 5343 cc V12 engine

Does not cover E-Type or XJS Convertible.

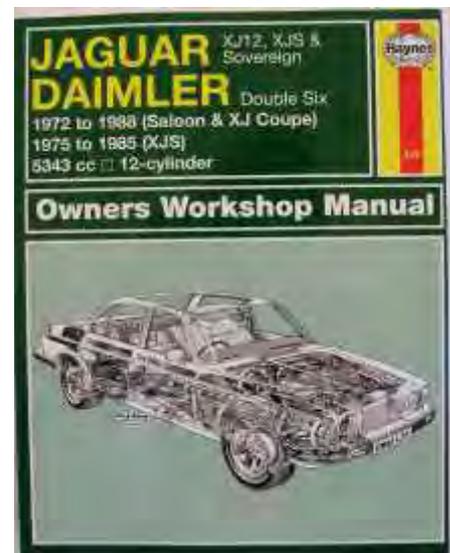
The clear, step-by-step illustrated instructions cover the dismantling, inspection, repair and refitting of the engine, cooling system, fuel and emission control systems, exhaust, ignition system, clutch, manual gearbox, propeller shaft or drive shafts, braking system, electrical system, suspension, steering, bodywork and fittings.

Routine maintenance, complete specifications and detailed fault diagnosis procedures are also included. For rear axle differential units and automatic transmissions (where applicable) the removal, refitting and fault diagnosis procedures only are covered.

Whether you just want to change your oil, replace your plugs, carry out a top end overhaul or rebuild your gearbox, the Haynes manual will show you how and can help save substantial amounts on servicing and repair bills.

Regular maintenance and servicing will mean your car is safer to drive whilst giving you more of those precious kilometres per litre. What's more, a car that is well looked after will hold its price better and last longer.

If you would like to reserve this book give your Librarian Ray Hodges a call on 3820 7681 or email: library@jagqld.org.au Enquires for our mail order service to Queensland Regional Register members welcomed. For the latest material go to our Facebook page. For other books, service manuals and DVD's go to our website, log on, search for the material and click on "Request this book".



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

JDCQ Darling Downs Register

DARLING DOWNS HISTORY EVENT

Organised by Bruce and Jeanine Dascombe

story by June Whitehouse photos by Terry Whitehouse

On 8th April, the Darling Downs Register had their annual History Run, this year organised by Bruce and Jeanine. The main group met up and started out from Mt.Kynoch, Toowoomba, a very pleasant area with magnificent views. It was a bit cool for some, a bit breezy, and when a fine misty rain started it was decided it was time to set off. We made our way on the back roads to Gatton Cultural Centre to meet up with the second group, who were starting out from there. The cool breeze of Toowoomba was gone and replaced with a muggy sort of warmth. Our first destination on leaving Gatton, was to the Eagle Rock Cafe, in Laidley. We all parked in a side street, but were then summoned by the cafe owner, to bring three Jaguars around to the front of the cafe, where he had cordoned off, three spaces with traffic cones. The decor of the cafe was a step back to the 'Fonzie Happy Days' era, right down to the waitress wearing a pink gingham dress, of the style worn back in the fifties, I didn't notice if she was wearing 'bobby socks'. After a delicious morning tea, and the taking of photos, with 'Elvis' and 'Marilyn', we all made our way on to the Laidley Historical Village. This was a very well planned out display of school, church, post office, shop, hospital, well, an entire village, including the jail house. We all wandered through the village, each taking in the things that interested us personally. The hospital was quite an eye opener, with the 'birthing bed' looking like something out of a torture chamber, a wonder any woman went on to give birth more than once. There were practical demonstrations of all sorts of cutting and grinding machines, which in their time were marvels that made a man's work easier, but in today's easy life style looked like jolly





hard work. At the designated time we all met up back at the village post office, where I had commissioned Terry to take a portrait group photo, that, I wanted for the front cover of the magazine. All were ready, but someone was missing, where was Jeanine, definitely missing in action, we called out separately, we had a synchronized call, but still no Jeanine, eventually Bruce managed to get her on the phone and she made her way to where we were waiting. Once several photos had been taken, we made our way to our cars, to return to Laidley town to have lunch at the Queensland National Pub. Drinks were the first priority, on arrival, as the weather had warmed up, considerably, creating quite a thirst for everyone. The meals were very well prepared and served, and reasonably priced. My cousin's young attractive daughter, who is Vegan, was extremely well taken care of by the young man taking the order's, he could not have been more helpful, if he had actually picked the salad and made her sandwich himself. When our leisurely lunch and free coffee/tea was over, we all made our way to the verandah, where we had our meeting and our raffle. Thank you to Kay, for another fine raffle, and also to Bruce and Jeanine for organising the event. It was a great day with great activities and great company. At around 3.00pm we all headed for our cars and home, having enjoyed a wonderful day.



The MK1 is finally finished

I left the tale of the MK1 in the last issue at the point where the tappets needed setting. I did this at Browns engineering in Paisley Drive, Lawnton. Ross Brown the owner kept an eye on me but was ultimately satisfied I knew what I was doing. Instead of using the 4 thou. on inlet and 6 thou. on exhaust we increased these figures to 6 and 8 thou. as Ross reckoned new valves will generally close up one or two thousandths of an inch.

While refitting the head to the engine I ran into a quirk with the old acorn head nuts in that they started to tighten up prior to touching the head washers (I was running the nuts down by hand). It appeared that some slight corrosion was deep in the nut. Consequently I ran a 7/16 NF tap all the way down the nuts and cleaned up the threads in these areas. A binding nut gives a false impression of tightness for the tension wrench.

A friend who is a retired mechanic was giving me a hand and volunteered to fit the exhaust manifold. I gave him some new nuts and washers as it is better to fit new hardware than persist with old corroded nuts and washers. To my surprise he said that the 5/16 nuts were wrong as they had been "metricated". He explained that you have to be careful when buying nuts as the standard 1/2 inch across the flats (AF) for a 5/16 nut was being substituted for a 13 mm metric spanner. I was a little gobsmacked and checked this out with a micrometer. Sure enough the "metricated" nuts were about 15 thousandths of an inch wider across the flats and fitted a 13 mm spanner perfectly. Luckily I had bought 50 extra 5/16 nuts from a reliable source and they were genuine 1/2 inch AF.

The alloy radiator fitted OK but I had to ease the upper mount holes a little. This MK1 front was damaged many years ago (prior to my acquiring it) and it is not perfect around the radiator mount area so I am inclined to give the radiator the benefit of the doubt. However there is one problem area which needs solving and that is in the radiator cap which is supplied. It is marked "1.1" which is 1.1 Bars which is about 16 pounds per square inch which is way too high for these old

engines. The old shallow disc type welch plugs cannot stand these sort of pressures. This 630 style radiator cap is very common in Japanese and Korean built cars but the lowest pressure cap available is .9 Bar which is about 13 pounds per square inch and still way too high. A friend of mine who did his apprenticeship as a motor mechanic before moving to aviation reckoned about 7 PSI was the maximum which is the normal pressure for MK1, MK2 and S types.

However I gave the MK1 a short run of about 6ks and all seemed ok but on entering my driveway I noticed the temperature rising and water was leaking from under the inlet manifold. It had popped a new brass welch plug.

This Mk1 2.4 has a 3.4 inlet manifold and two 13/4 inch HD6 carbies. I had to remove the front carbie to get at the welch plug and could only see it via a mirror. A new welch plug was fitted but there was not enough room to get a decent swing with a hammer and punch to expand the plug. I was thinking what I needed was a riveting gun when I remembered that I had an air chisel gun. I found that by reducing the pressure and adjusting the internals I had a reasonable air hammer. I sacrificed a long point air chisel by cutting off the point and grinding the end into a hammer head. It took me all of one afternoon to restore the carbies and bits back to original.

Meanwhile the problem of the excessive pressure radiator cap needed to be addressed. I decided that in the interests of science I would pull the cap apart and find out how it could be modified. I drilled out the rivets at both ends and the cap came apart easily. The heavy spring was extracted and I started looking for a lighter substitute. If nothing could be found I intended to wind a new spring from model aircraft spring steel wire. Luckily in my box marked assorted springs I found a spring which was a little long but around the right diameter and pressure I was looking for. It was cut to a suitable length and I then assembled the radiator cap using nuts and bolts instead of rivets. Testing the "feel" of the spring against the "feel" of older radiator caps I think it is in the 3 to 5 PSI range.

A Series 3 XJ6 problem solved

The previously mentioned retired mechanic friend has been repairing and restoring a 1985 series 3 XJ6 which had some damage to the left front end. After successfully getting the parts and odd bits and pieces needed the car was repaired and driveable. However there were some problems surfacing as it appeared to have a possible head gasket problem around the front two cylinders.

The head was removed and there was no doubt that the head gasket between the front two cylinders was almost non-existent as most of it had been forced into the slot cut into the engine block between the cylinders. These late model series 3 engines had a slot machined across the block between the cylinders. The slot would be approximately 1.5mm wide and I am told it was done to prevent cracking in the engine block.

The problem was that this one slot was much wider than the others and at a "guestimate" was around 4mm. What caused this we were unable to determine. One guess was corrosion as the slot narrowed at the bottom but we were unable to come to any real reason.

The fix was to get a piece of heavy brass sheet and shape it to the cross section of the slot. It was then finished to get the desired taper to the slot i.e. thinner on the bottom and thicker at the top. It was then inserted into the slot and carefully filed down to match the top of the block. There was still a little gap at the top of the slot and this was filled with copper wire tapped into place and also filed down. This fix would now support the new head gasket between the two rear cylinders.

While the head was off the valves were re-seated and new valve seals were fitted. By the way these were Holden Commodore seals which my friend considered much superior to Jaguar valve seals. It certainly stopped the car from smoking when initially started.

The car was now back on the road and running very nicely but was running too cool and using a lot of fuel. The computer was keeping the mixture too rich. The problem was that an incorrect low temperature thermostat had been fitted by some previous owner. When a correct thermostat was fitted it now ran at the proper temperature which signalled the computer to lean the fuel/air mixture and improve the fuel economy.

Monocoque lunch at Clifton

Honor and I made the monocoque lunch on 14 February but we travelled there in a Cherokee. No not a Jeep Cherokee it was my Piper Cherokee and it took 45 minutes by air from Redcliffe to Clifton where we were picked up from the aerodrome by Robin and Valerie Todd. This trip would normally take nearly 3 hours by road from our place in Pine Rivers. I kept a close eye out for storm developments in the afternoon and decided that 2PM was "getaway" time. Overall it was far less tiring than driving even though the day was extremely hot and turbulent and I noted that the outside air temperature at 4000 ft. was still 28 degrees.

Next Project?

I am eyeing off my Series 3 XJ6 Daimler which I have owned since 1990. It has been stripped to bare metal and repainted but has not been on the road since 2007. I do need to pull the steering rack out for an overhaul as it is leaking. I have been giving it regular engine starts and runs around my back paddock to keep the brakes working etc. However every time I start on it something else crops up and I get deflected. It is about time I gave it some priority.

Until next issue-safe Jaguaring



I wrote this somewhere around the year 2000 and it was not meant to be published but was intended to give new owners a bit of a "heads up" on MK2 idiosyncrasies. I have changed a few things including the age etc. to bring it up to date

MK2 OWNERSHIP

Welcome to the world of Mk 2 Jaguar ownership. You have acquired a car which is over 50 years old and you must remember that technology has come a really long way since it was first made, You are also asked to remember that your ownership only represents custodianship for future generations.

Following are a few details, which may alert you to the ongoing maintenance of this classic motor vehicle.

The Body

The Mk 2 body will rust and rust badly if kept in unsuitable storage or parked in the open This is why these cars are so rare nowadays, It also has many water traps so it is essential that it is kept undercover except when it is taken out for club runs etc. This problem can be reduced somewhat by proper anti-rust precautions such as ensuring the body is regularly treated with modern anti-rust treatments. The safest way is to keep the car under cover in a dry environment

The Suspension The body mounts onto the suspension by "Metallistic" rubber blocks, which are unique to the MK1&2, S type and 420 cars. Failure of these blocks will lead to handling problems such as sloppy steering and much clanking as you go over the bumps. Also the rear end is located in rubber bushed systems and includes a parallel torque arm system to keep the rear axle aligned as well as a cross-car panhard rod which is rubber mounted. If any of these

components wear or fail the cars handling will deteriorate with a loose rear end feeling

Steering

The heavy steering is pretty normal for its day and age but it does have a steering box, which can leak oil and should be inspected regularly. If the bottom oil seal fails a replacement can be purchased from any good bearing/seal replacement shop, as it is a commercial size. However you will have to remove the steering box from the car to affect a fix. Ball joints and tie rod ends are readily available however Jaguars used a unique single outer track arm and these are a pain and expensive to replace.

There is also a rubber coupling in the steering column between the steering wheel and the steering box and you can see it a few inches below the rear carby on the right hand side of the engine. Get someone else to turn to full lock on the steering column and see if there are signs of separation between the metal and rubber components in this coupling. If it is deteriorating it should be replaced. A common urban myth in the Jaguar world is that a failure of this component lead to the death of a famous racing driver by the name of Mike Hawthorne who had a road prang at an estimated 100MPH. The coupling design has a redundancy because if the rubber bits fail the metal arms will still provide steering control but it will be sloppy.

Engine

This engine was designed during WW2 and first appeared in the alloy bodied XK 120 in 1948 in its original 3.4 litre 160 HP form. The bottom end is almost bullet proof but the top end is a little fussy. It will consume lots of oil because it was not until later that Jaguar got serious about incorporating valve stem oil seals etc. The original XK engine used about 1 pint of oil every 150 miles or about

1200 miles per gallon.

That information came from a 1952 Mark 7 sales brochure and I can say that it was fairly true. I drove an early Mk7 for over 5 years and it had a 3 gallon sump and my regular top up was 1 gallon (or 4.5 litres) once a month.

There are deep, deep mysteries about oil pressure in a Jag. engine and the experts wax long and lyrically about oil pressure. The modern electric oil pressure sender is totally corrupt and although you will be told that 20 LBS at 2000RPM is acceptable nobody is able to quote definite sources. It is very simple- if the engine does not seize then the oil pressure is adequate. Another check is to remove the oil filler access cover in the cam cover while the engine is running. If the cams are flooded with oil then the oil system is OK.

These engines are prone to oil leaks from the front and rear main crankshaft oil seals. Quite expensive to fix against the cost of a few litres of oil per year going into the drip tray,

Chassis Lubrication

These cars require serious lubrication at 1000-mile intervals. They have a large number of grease nipples in the front-end ball joints and tie rod ends. There are also grease nipples in the universal joints of the tail shaft as well as unique to Jaguar rear axle main bearing grease nipples and front axle outer bearing nipples. To be honest the only way to handle this is to have a photo copy of service manual handy so you can tick them off

DG [Detroit Gear] Automatic gearbox

These license built gearboxes based, on the Borg Warner 35 are also almost bullet proof however they do leak oil. It is rare to find one that is totally OK for no oil leaks. It is generally better to have a drip tray where you park the car and spend \$25 per year topping up the oil rather than spending a couple of thousand dollars in attempting the impossible of stopping oil leaks in a DG auto gearbox,

VIP the correct method of checking oil level in a DG auto box is to get it up to running temperature and sit it in L low or D drive with the brakes on while you dip the oil, Wives are useful at this holding on the brakes during this activity.

Electrics

Owners of alternator equipped vehicles fail to realise how much attention generator equipped vehicles required for their systems, It is recommended you buy a cheap battery charger as well as a simple terminal disconnect system if you don't intend driving the car for week These cars came with a generator and a large battery. Be very careful of leaving electrical systems "on" for any period of time. By the way the electric clock is a major electric thief and will flatten a battery if left on for weeks without the car being driven.

Overall

This is not a modern car and as a classic should be treated with a lot of common sense. It is rewarding but does need far more attention to maintenance than the modern car. Having said all that I hope you enjoy the experience.



JDCQ Sunshine Coast Register

Saint Patrick's Day Run

March 18th 2018 story Charlie Provis photos Wendy Gross

So, you didn't make the St Patrick's event directed by Marg and Joe Day. I checked and couldn't see any religious impediment requiring a no-show apology. This presented a stressful situation. We have chosen to own sporting conveyances with or without roofs over our largely balding pates. The quintessential joy is to show off same and enjoy the company of similarly persuaded club members on well organised events. So, I don't get it. Marg and Joe really have the smarts though and your place may well have been taken by somebody from, not one but two invited clubs. Those extrovert souls from the Morgan club together with the Austin Healey owners club of Queensland, swelled JDCQ numbers on the day to twenty-seven cars conveying fifty-five occupants on this splendid adventure.



You might notice that I haven't used the word "run" in describing the happenings on St Patrick's Day. That's because this wasn't just a run. This was an event likened to a three-ring circus coming to town. Joe Day was the ringmaster, Marg Day was the power behind the scenes. She co-ordinated the attendees and publicised the details expertly and effectively as evidenced by the number of attendees. In addition, the organization of the lunch venue parking, which together with the new owner, included the provision of covered areas for roofless cars, was a logistical wonder to behold. We are talking twenty-seven loved and, in some cases, large vehicles here! The piece de resistance however, was her insistence on pre-ordered meals, all of which were delectable we are told. This strategy was a masterstroke ensuring that there was no confusion or delay in the smooth and accurate delivery of attendee's chosen fare.

Aussie World, which must be the most used venue for car clubs in the south-east corner, was host to the start of this tri-club extravaganza. Every motoring enthusiast, driving along the highway, including those who haven't come out of the closet yet, can't help but know that the "whatever" club is there for some reason on the day. I wonder, just how many new members have been garnered by drive-by enquiries?

According to the briefing, the plan was to organize drivers into two groups to minimize frustration amongst other road users. Maybe not everybody heard those words as the plan wasn't executed. That's a pity as there is a safety element to the initiative as well.

There were thirty-five lines of instruction on the run sheet. Each was not only detailed as to distance and direction of deviation but elapsed and cumulative time as well. Such detail bears further evidence of the planning that has gone into this event. Furthermore, I didn't hear a murmur of dissent as to any inaccuracies. Take out your mental green marking pen and give a big tick on the ledger to Marg and Joe for a win there too.



There were some bloody good roads to be enjoyed. Some big horsepower bitumen like Tunnel Ridge road...always an excuse for clearing the carburettors' throats whilst giving your pacemaker a workout at the same time. Then the Mount Mellum roads, both upper and lower, that are often a part of the Day's repertoire. On this occasion the experience was most ethereal, as we passed through the drifting mist. Tiny droplets glistened on the waxed bonnets to remind us of the moment as we climbed ever higher watching the car in front disappearing, only to re-emerge a second later. Peachester and Commissioners Flat roads give a good excuse to engage top gear and reflect that travelling in the company of some special cars on good roads means that life is not all bad. And then there was Postman's Track. We can't say that Joe didn't make mention of this section in his briefing. He even went as far, as to describe the diagonal approach one needed to traverse said road. No, road is not the appropriate term here. As a child, do you remember the bumpy slides in the park? How about the discomfort associated with a few goes? So, hold that memory and imagine riding down the slide in your billy-cart. Roughly speaking that was about the scale of the terrain. Now mix in the wafting aroma of brake pads and overheating motors as the drivers of two- tonne behemoths struggle to keep the beast's nether parts from becoming artefacts on the roadside. I didn't hear from the drivers of the lighter Morgans or Healeys, but some of the Jags, us included, were doing it hard. We were rewarded for our perseverance however, with a delightful contrast, being the sweeping expanses of the Maleny-Kenilworth road, which encouraged full use of the capabilities of one's sporting car.

Tranquil Park was the lunch destination and the end of the driving part of the day. A Jaguar XJS was the only victim of mechanical gremlins with Corrie & Brian Parkinson and their French exchange student going home in the tow truck. We understand that alternator failure.

Immediately upon seating, after purchasing appropriate libation, was the Irish joke session. Keven Duddy, an invitee, was nominated for judging the submissions. A few used their memory, some had notes, while others relied on calling up Mr Google on various devices.

A raffle being run concurrently resulted in a flurry of attendees to the goodies table with some hard choices being made as to rewards.

Carmel Fulton from Pacific Jaguar was on hand. We thoroughly enjoy Carmel's attendance at these events, both for her engaging personality and great support of our club with donations of really good Jag merchandise.

It was fully 2:45pm when the word "home" started to feature in conversations around the three long tables. Spouses, deeply engaged in conversation, took a while to get the hint. Notwithstanding patrons were soon saying their goodbyes, leaving in groups to see if the seat belt needed post lunch adjustment.

Thanks for reading.

Charlie Provis



Sunshine Coast Calendar of Events

20 May	David Hack Classic
27 May	Mac's Bridge Sports and Classic Car Festival
31 May	MID WEEK 8:51 am Meet at Pioneer Park, Caloundra Rd, Landsborough for an 8:30am departure. It will be a short 30-minute drive to our destination: The Sandbar Cafe 26 The Esplanade Bulcock Beach.
8-10 th June-	Bunya Mountains Historical + weekend. This is a Brisbane Chapter event, organized by Phil Sperry and Ruth Bodey but it is starting in Kilcoy. A few Sunshine Coast Chapter members are already booked to go on what looks like a great weekend away. Check the JDCQ website, refer to Secretary Marg's email or email phil.ruthb@gmail.com
17 Jun -	Stu & Wendy's Run
14 Jul -	SATURDAY Bastille Day Run with Wendy & Stu You really do have to celebrate Bastille Day on the right day! No prizes for guessing that the theme is "Things French" but there will be prizes for getting with the theme so this gives plenty of time for planning
20-22 Jul	Jazz & Jumpers 2night weekend run .. Organised by Brisbane Register
19 Aug	AGM
16 Sep	Nic & Joanne Case
?? Sep	All British Day
21Oct	TBA
18 Nov	TBA
02 Dec	Christmas Party



OUR FACEBOOK PAGE COORDINATOR DEBRA COOK



The Facebook page continues to grow and photos of club runs are by far the favourite posts that go up. I now have Jaimie Cook, Marg Day and Wendy Gross from Sunshine Coast, June Whitehouse from Darling Downs, Barry Cooper from Brisbane and Gaylene Mclean from Wide Bay, helping to add register info and run photos. This is a great help and these are the photos everyone likes to see so we'd love to have editors from all the registers along for the ride.

Email me to find out how facebook@jagqld.org.au

Remember, though, that you don't need to be an editor to post photos to the page. You can do that any time yourself and we will share them so that more people see them.

At a recent committee meeting a few policies for the Facebook page were decided. To keep you all in the loop I have described them below.

1. Ads for cars or parts: These are referred on for advertising in the magazine and on the website. Advertising for free on the page only serves to deny revenue to the club and lower the perceived value of being a club member. Ads for free parts to give away or swap are allowed.
2. Ads for non-club events: If the ad is for an event I know the club has a relationship with eg. Macleans Bridge, we leave it on the page. If anything else we remove it. This is primarily to mitigate risk to the club, especially if they claim to be fundraising but don't have any official affiliate information on the ad.
3. Requests for recommendations for mechanics etc: If the post goes on the page then we leave it and don't weigh in. Any page member may make a response. If it comes as a direct message we invite them to post directly to the page for members to respond, explain that the club doesn't officially endorse any businesses and invite them to look at the ads in the club magazine on the website. I have asked for guidance from committee on this point before and this was the advice I was given.

JDCQ Central Queensland - Capricornia Register

Hell Town Café Run



A word from Graham Hein

JDCQ Regional Registers' 25th Anniversaries
Congratulations to Sunshine, Sugar and Capricornia
Coasts

It was my good fortune during my time as President of the Club to expand the Jaguar community by starting the above regional registers.

As I look back over those years (1989-1992) it is so gratifying to remember the achievements of my hard working committee in helping to establish and provide ongoing support to these registers.

Since retiring in 2003 both Bronwyn and myself have been busy with family, travel and racing my 420 and as fellow retirees will attest, often commitments clash. Unfortunately 2017 was a particularly busy year for us. We celebrated our granddaughter's 8th Birthday in the UK, and the 420 was put out to pasture while its owner practised walking on two new knees.

I read in the January/February Club magazine that when the Capricornia Register celebrated their 25th Anniversary Dinner there was no representation from JDCQ. In the same magazine in the Forthcoming Events section they advertised a weekend at Bagara. Luckily we had a free weekend and were able to join

members of both Capricornia and Sugar Coast Registers.

What a great weekend, catching up with original members and meeting new ones. The Jaguar fraternity is something of which we should all be proud. Hospitality and friendliness were the order of the weekend from the Meet and Greet to the Farewell Lunch. I was able to pass on congratulations from John Tupicoff and Max Parnell. Max and Margaret had generously provided accommodation for John and myself on our initial trip.

25 years ago, my XJS returned 20.8 mpg (13.58 l/100km). This trip the XK8 delivered 7.6 l/100km. Not bad for a Jag!!

When I was President I used the catchcry: "You will always get back more than you put in". It is certainly still true in 2018.

Thank you to Capricornia and Sugar Coast Register members for a memorable weekend.

Yours in Jaguaring
Graham and Bronwyn Hein



Tinkering with the Racing Red XJS

This is the third season of club motorsport where we have been campaigning the red XJS. During the first year there were many reliability problems to solve mostly from the 40 year age of the car, 40 year old Lucas stuff, plus a general lack of use and care in the years before we acquired it.

Being a Cams log book car, there are a host of class rules that limit the modifications for racing to maintain fair competition within the group. However, most things that were done in 1985 for the works Jaguar XJS to win Bathurst are allowed. Also a few other changes, in keeping with modern technology.

5 speed Gearbox

Over the 2016-2017 closed season we fitted a 5 speed Getrag gearbox in replacement for the 4 speed Jaguar syncro box that came with the car. This entailed making up a flat plate that bolted onto the back of the V12 engine and was threaded to received bolts for the bell-house of the Getrag. Then a new gearbox support bracket was fabricated onto the cross member. Thereby, getting rid of the curly spring and doughnut affair in favour of a hard rubber block, through bolted. A tail shaft adapter flange was fitted onto the gearbox output shaft with the different bolt patterns between the two.

Whilst this was being done, we sent the flywheel to be lightened (a lot) as this makes a huge difference to how the engine revs up, greatly reducing the inertia. It is said that each kg off the flywheel has a similar effect to a person getting out of the car. Remove a lot of kgs etc etc. This lightening has to be done by an expert, someone who knows what they're doing, as a flywheel letting-go at very high revs is a bit like a buzz saw joining your feet in the foot-well.

Clutch manufacturer, Exedy helped us out with a special clutch to handle the V12 torque and a clutch cover set at the right distance to be actuated by the throw-out bearing. Then with a bigger bore master clutch cylinder to give a bigger squirt and move the slave cylinder further, we were all set to go.

This gearbox has been in use over a year now, so far it has been very successful.

Rear camber and brakes

During our first year of using the XJS in motorsport there were endless problems with the rear brakes. Overheating, seizing, fading etc and being as they were inboard mounted, by the diff, they were hard to get at without extracting the whole rear suspension assembly. So, we acquired a set of XJ40 vented rear discs that are outboard mounted. The conversion from inboard discs to outboard was quite simple once the rear suspension assembly was accessible. A sleeve on the lower pivot pins and new handbrake arrangements being the only items manufactured.

Since we were not going to be using the inboard discs any more, we had the opportunity to vary the rear suspension camber (the amount that the wheel is angled in the vertical plane) by changing the thickness of a spacer that we put into the rear drive shafts, where the discs had been. Moving the top of the rear wheels inwards (negative camber) gives better rear end grip in the corners but makes the car harder to drive in a straight line. Too much negative camber on the rear can make the front hard to steer into the corners, these things are all interactive with suspension geometry adjustments. Our springs and shocks have height adjustment and stiffness adjustments built-in so we are able to set up the handling to suit the weather conditions and the race circuit.



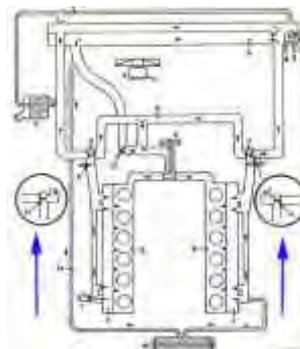
Tires while cornering with carcass deflection and corresponding grip



Overheating

The all aluminium V12 Jaguar engines have always been prone to over- heating if not properly cared for and we have been focussed on this ever since the XJS became ours. We have 3 temperature gauges, individually sensing the temperature in the water rail each side and in the right thermostat housing.

Now Jaguar, being Jaguar, have the most complicated cooling system in the V12. There is a by-pass system for engine warm-up. Then when the thermostats open to allow flow via the radiator, they also block off the by-pass system. This block-off is important, otherwise the coolant might never travel to the radiator, just going around and around in the engine. Everyone knows this, it's common knowledge for everyone who tinkers with the Jaguar V12. Really important to fit the right thermostats for the system to work.



Though we have a new, clean single pass radiator and electric thermo-fans, the engine temperature has always been a source of concern. Blasting around the race circuit is fine, the airflow from the forward motion helps keep the engine temperature happy. It is when we return to the pits and shut the engine down, that the temperatures start to rise. On hot, summer days, we spray the radiator with a mist of cold water and then run the engine intermittently to circulate the coolant until the engine cools.

Then, we decided to fit an electric water pump, so that the coolant can circulate without the engine running. Ideal for use in the pits. Our first electric water pump was a simple modification, adding an electric motor to belt drive the standard, mechanical water pump. Connect to a thermostat and an over-ride switch, easy, job done. However, in testing, although this arrangement worked fine, it was not reliable. There were times when the electric pump motor would slow down and then speed up again. This we found puzzling. Sometimes the electric motor ran so slowly and the current draw increased so much that it blew the 40 amp fuse.

After some fiddling we decided to revert to the mechanical pump drive from the engine pulley for the first race meeting this year. The last thing we wanted was for the water pump to cease working halfway through an event. If it happened whilst we're whizzing around the circuit we might not notice and even if we were in the pits, we would have no way to control the engine temperature at all.

When we removed the electric motor and drive belt, we tested it on the bench and found that the motor kept changing speed and blowing fuses all by itself. A faulty motor now back with the supplier.

In the meantime, we bought a Davies Craig electric water pump and have modified the engine cooling system to suit. This involved making a custom water manifold to split the water flow into both sides of the engine, out comes the aluminium welder again.

With this Davies Craig electric water pump, the by-pass system and the thermostats are no longer needed. The coolant flow always goes around via the radiator but the flow rate and timing is now controlled by the pump cycling. No flow during warm-up, full flow when hot.

When we took the ends off the thermostat housings to remove the thermostats, what did we find? The wrong!@#\$\$%^& thermostats. These would never have properly controlled the coolant. No wonder we have been struggling with engine temperature. Who was the ijit ignoramus who fitted these? Hopefully the engine temperature is all under control now, we'll see at the Autumn Historics race meeting in early May.

Engine Breathing.

When Jaguar installed the V12 engine into the XJS, their prime interest was in creating an exceptionally smooth power delivery, a quiet engine in a refined, quiet motor car. What we need for motorsport is torque and power at the higher rev range and never mind about the noise or smoothness of power delivery.

The standard XJS exhaust system has a variety of silencers and pipe sizes to create smooth quiet running. The standard engine air intake, likewise, is focussed on operating quietly and smoothly with some thought to fuel economy as well.

The focus of engine power modifications is to get more air and fuel mixture into the engine and get more exhaust cleanly out of the engine. If you have a budget bigger than the national debt, a lot of amazing things can be done. For us, using the same exhaust style as the Bathurst winning XJS and fabricating the best engine air intakes seemed a good place to start.

The exhaust manifold has to remain standard, class rules, but a far better gas flow can be created in changing the size and length of the down pipes. Then the exhaust flow can be enhanced by fitting less restricting silencers and ending the exhaust pipes out each side before the rear axle. There is a noise limit for racing cars (90db at 30metres) and as long as this is complied with, there is no further focus on noise reduction. Lakeside circuit has a special noise requirement since new houses were built around the circuit and the new residents pressured the council into making a lower noise limit so we have a special end fitting for the exhaust, only used at Lakeside.

Getting more air into the engine meant increasing the size of the plenum chambers and the air intakes as explored on the Unipart XJS of Mark Trenawth. Fortunately we have an aluminium welder and so were able to fabricate considerably larger intake manifolds. Our neighbour has a lathe and he machined bigger throttle bodies and butterflies

(which are not round) spindle shafts etc. With the increase in air flow, the fuel mapping from the injectors needed adjusting, so it was a trip to the dynamometer and we picked up an extra 34hp just from those changes.

What we found as an aside in testing, was that the fuel was getting too hot, running around the fuel system. The standard Jaguar is made with a fuel cooler as part of the air-con system, you've all got one. We have no air-con in the racing XJS and had lost the benefit of the fuel cooler too. So a separate fuel cooler was installed, in the boot,



with 2 little fans and all seems to be well.

Wheels and Tyres

The Jaguar XJS was manufactured over 20 years (1975 – 1995) and during that time tyres developed a lot with the introduction of ever lower profile and more stability within the tyre structure. Jaguar, always keeping up with these developments, changed the wheel size on the production XJS to take advantage of the new tyres available.

The tyre is the only thing in contact with the ground, so grip is very important in the corners but resistance is detrimental on the straights. So, in the corners we want a wide tyre with stable sidewalls, flat on the tarmac. To help achieve this, the wheels of a race car slope inwards at the top (negative camber) such that the tyre is flat on the road when the car is leaning over in the corner. On the straights, the minimum of rolling resistance is sought. The negative camber set-up means that the car is running mainly on the inside edges of the tyres along the straight and this helps keep the rolling resistance down. Using higher tyre pressure changes things too, more grip from a lower pressure but more resistance also. Then the tyre temperature alters the pressure and they can get pretty warm on the race circuit. Usually the left front gets hottest as this is the most heavily loaded on bends to the right and most race circuits are clockwise.

Anyway, in the Improved Production class of racing, the race car has to remain close to the production model in many ways. Also there is a control tyre that everyone has to use. This is to encourage competitive motorsport and some balance amongst the competitors.

In the Qld Championship Super Sprints, any tyre suitable for road use is allowed, but the wheels must be no more than 2 inches greater diameter than the standard. But with the XJS, the wheels varied during the production run, so what was the standard? We use this to our advantage when we can.

In the Improved Production class we have been running with 15 x 8 wheels to comply with the class rules but want to use wider wheels and 18 inches diameter in the Super Sprint series. The bodywork is not to be modified, so we cannot fit big wheel arches and have wider wheels sticking outwards. So the wider wheels have to go inwards (as did the Bathurst winning Jaguar XJS back in 1985).

On the rear, this means moving the rear bump stops onto the chassis rails but making sure not to restrict the suspension travel. Wheels up to 10 inches wide can then be fitted on the rear. But to hold them securely we need longer wheel studs. Jaguar have done it again, nothing done the easy way. The standard rear wheel studs are threaded through from the front of the hub and then riveted over around the back. Getting the wheel studs out means fully dismantling the rear hub to access the riveting and grinding it away so the studs can be extracted. Then either the hubs can be drilled such that splined wheel studs can be fitted or a repeat of the jaguar riveting process is required.

At the front, wider wheels tucked into the wheel arch start to limit the steering action when the inside edge of the tyre rubs the front sway bar. So there is little room for wheels wider than 8 inch but increasing the diameter to 18 inches will allow much lower profile tyres to be used which have far greater sidewall stability and so improve the grip in cornering. Here at least, the wheel studs are a completely different fitting to the rear and much easier to change. Standard knurled fitting, knock out and knock in.



Some tyres are available in a variety of compounds (how hard or soft the tyre is). The softer compound, the greater grip but also the greater wear and the greater chance of the tyre overheating and “going off” in the longer events. Maybe a softer compound on the front compared to the rear would work well to compensate for the different foot-print on the tarmac. Anyway, this sort of juggling is all in the testing and practice, in the weather changes and in the suspension geometry adjustments.

And the biggest performance improvement of all? Practice and familiarity. Just getting out there and exploring how the car performs, the way the car behaves and learning how best to drive it in the conditions you are presented with. After all, if the car is running reliably and performing well, then most of the problems occur somewhere between the steering wheel and the seat.



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.

E + F type Register morning drive and breakfast by Tony Nelson



Thanks to Clive Arnold for arranging the E + F type Register events so far this year.

I was speaking with Clive recently and confirmed with him that I had selected Thursday 26th April as a drive and breakfast event to confirm he was available that day. I had also chosen this date, as a great drive supporter with a superb knowledge of SE Qld country roads, was also in the country for a short time.

Not long after this, I had a text message from another member with a new racing car who tells me at his age he no longer purchases green bananas, asking when the next drive might be, as he wanted to stretch the legs of his new toy, so we were well and truly ready for an event.

At a recent Brisbane Register meeting, I did announce to the meeting that it would be great if we had more ladies participate in these events. My wish came true with six ladies registering for the event with a total of 21 members attending.

This time, I also asked for members to email me back if they could not attend this event.

Anyone who arranges an event will tell you the amount of time and effort that goes into planning, so that everything goes to plan, so it looks like the event is so simple to arrange. I was very thankful to the eighteen members who took the time to send me an apology email, as they also appreciate members putting themselves out there to arrange events for the club.

With the recent rains, the countryside put on a great show and at the time of the morning we leave, as we drive have out of Brisbane, looking at the faces of the motorists driving into town, their expressions showed they would rather been with us. We always try to select routes that are mainly country roads and our first set of traffic lights after leaving Bunnings car park at Oxley were at Beaudesert. I have sent our editor 12 photos to make a selection from but one shows some of the heavy fog we drove through as well as brilliant sunshine.

I was actually hoping to take this group to another café that gave me excellent service, when I led out Alfa Romeo drivers recently. Sadly, that day they were booked out. I will try for my next drive to share this venue with members.





The Mountain Brew Café at Mt Tamborine I have used before and they allotted the back room for our exclusive use.

I do not send out our invitations to these events to the entire membership, as country cafés cannot handle such a large attendance. They are sent to E + F type Register members and to club members who have participated in other events.

However, if any members did not receive this invitation and would like to be on the invitation list, all you have to do is email me on eandftyperegister@gmail.com

Save the dates:

Sunday 27th May - Mac's Bridge at the Belmont Rifle Range - I sent out the invite recently. Register and pay and let me know, so I save you a display space. I will again be displaying the E and F Types together because I can!

Sunday 26th August - A Day in the Country - The invitation will be emailed to you and the membership in early June. We already have quite a few JDCQ registrations for the day and we can only accommodate 200 cars of the various marques invited on the day.

We have had again wonderful support from the JDCQ Brisbane Register and always wish more Jaguars attend on the day than any other marque.

Club Registered cars are welcome to participate in these two events, as long as you follow Queensland Government rules.

Obviously, all Jaguar models, classic and new are invited to attend all events.

The flyer for both events has been published in the club magazine and website.



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

Austin Seven at Le Mans *(story by Phil Sperry)*

Le Mans—Even the most non devotee will have put together the names Jaguar and Le Mans. Bentley motors started their run of dominance in the 1920s (plus a late win in 2003) to record 6 wins. Jaguar pipped that tally with 7 wins but “Did you know” that another unlikely British Car had a racing history at Le Mans? Herbert Austin's little Seven.

In 1935 the Austin company decided to enter 3 special “speedy” sports cars into the very popular Lands End's Trials. The three cars differed little from the production “speedy” cars. The small engines had only two bearing cranks and as more and more power was eked out of the engine the crank was always susceptible to failure. The special Sevens had a very stylish radiator cowl and the instrument panel had a matching pair of 5 inch diameter speedo and rev counter. 120mph and 8,000 rpm—very optimistic! The cars were nicknamed “Grasshoppers” inspired no doubt by the action of the Austin Seven clutch when starting from rest.

That the three cars were a success encouraged Austin to build another four for an improbable assault on the great Le Mans race. These four cars were registered on the 24th may 1935 with the number plates BOA 57, 58, 59 and 60. At Le Mans French authorities being typically French allocated the team competition numbers 59, 60, 61 and 62. Talk about confusion, which car was which!

Of the four cars entered two retired and the other two finished 27th and 28th. — 28 cars finished the race that year. Clutch problems plagued the surviving two cars but the team were determined they should last the 24 hours. Timber boards were taken up from the pit bench and used to form a ramp. When soaked with oil a very slippery ramp. When a car came in for a pit stop the re-start procedure was to the lift the back of the car and thus the rear wheels off the ground. The car was then started in gear then dropped onto the ramp, spinning the wheels and off out of the pits.





Survivors



The French wine and food must have been good as despite the poor result 4 new cars were built for the 1936 Le Mans Race. The bodies remained very much the same except the doors were removed to save weight. To beef up the crankshaft a third centre bearing was added. This bearing had an oil supply provided via a special copper pipe, (repeat—"a special copper pipe"). The team had high hopes for some giant killing in the race but due to the industrial unrest in France the 1936 race was cancelled. The cars were mothballed to await a 1937 appearance. 1937 and race day arrived. A team of three Austins had been entered. Disaster struck and all 3 retired when the special copper pipes supplying oil to the centre crank bearing fractured. After that disappointment the engines were rebuilt and 3 cars were entered for a 12 hour endurance race at Donnington. The cars finished 2nd 3rd & 5th in their class covering 1800 miles between them. Along with the engines some pride had also been restored. It is amazing that of 12 Grasshoppers produced 7 of the cars survive!


ROTARY CLUB OF TOOWOOMBA NORTH INC.


20th DAVID HACK CLASSIC MEET
TOOWOOMBA CITY AERODROME (Spitfire Street)
SUNDAY 20th MAY 2018
 Exhibitors from 7:30 am
 Public from 8:30 am finishes 2:30 pm
All funds raised benefit Leukaemia Foundation - Blue Care & other charities


Featuring an exotic mix of classic - vintage and modern cars - historic trucks, military vehicles - racing cars - motor bikes visiting & resident


ATM

Warbirds & Classic planes FLY- IN (not airshow)
Adventure Flights.

FOOD, DRINKS, JUMPING CASTLE, FACE PAINTING, RAFFLES


NO SMOKING

NO PETS
(aerodrome regulations)

FREE PARKING
 For More information check
Website: www.therotaryclub.com.au ; click David Hack tab
Keep up with Face Book:  David Hack Classic
You Tube: [/watch?v=s_Sd_2_BnS4](https://www.youtube.com/watch?v=s_Sd_2_BnS4)
CONTACT: Chris Seydel 0407 372 908 email - chrisbenjs20@gmail.com

ROTARY CLUB OF TOOWOOMBA NORTH INC.



20th Anniversary!




SUNDAY, 20th MAY, 2018
7:30 am to 2:30 pm
AEROTEC HANGAR Spitfire Street
TOOWOOMBA CITY AERODROME

Exhibitors: \$10 per vehicle
 Public: Adults \$15, Children 12 and under FREE,
 Family: \$40 (2 adults & teenagers)


FREE PARKING

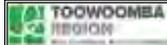
CLASSICS
WARBIRDS
MILITARY
VINTAGE CARS & TRUCKS
MOTOR CYCLES

Fundraiser for Blue Care Leukaemia Foundation and other Charities


ATM







FOOD, DRINKS
JUMPING CASTLE
FACE PAINTING
RAFFLES
NO PETS

www.therotaryclub.com.au ; click David Hack tab



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
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.

JDCQ Mk2 Burlblings April 2018 with Robin Todd

Well the Commonwealth Games are over for another four years - was I reduced to a great sadness. Not really, I watched a small bit of the opening show but soon found it a bit disinteresting and went back to looking up bits and pieces of stories about Jaguar Compacts [MK1 & Mk2]. I watched the Freestyle swimming as I think the 400, 800 and 1500 metre stroke making style particularly elegant, the rest is just splashing about and the other "styles" really just a bit of comedy relief between the bouts of real swimming. I watched a bit of the running in circles, mainly because I have a son who used to do that sort of thing, and now have two grandsons who still take part. My son used to get a bit upset when I used to tell him that running in circles requires no special talent as over the years I have known hundreds of people who do that all day every day. He now argues that it does take talent to do it properly but admits that he has now met lots that do it for a living without much talent. I watched some of the cycling but I don't understand some of the rules. I have some difficulty with a race that starts with four person teams, three of whom peddle their hearts out so the fourth one can cruise along behind then go fast for the last 100 yards and win a gold medal while the rest of the team are left draped over fences and walls all around the track in various states of exhaustion. I can't exactly get my mind around why anyone would want to run 42 kilometres - thats why motorcars were invented. I also watched some of the Para events especially the ones in their three wheel chariots but our TV reception was so fuzzy and blurred that it started to make my eyes water. I didn't watch the closing ceremony but I did hear some of the speeches where the organisers praised themselves, the officials, the volunteers and in some cases the competitors, but I listened in vain for some thanks to the taxpayers who funded the whole lot Then we hear how hard the athletes work with their training sometimes twice a day also funded by the taxpayer and all their overseas travel also funded by the taxpayer, but no mention of all the officials who travel with them also at taxpayer's expense. As I also say to my above mentioned son. I know lots of people who work hard for much longer hours and don't get the same rewards, he agrees with me now.

The other morning I was carrying on a bit about the above and some data on homelessness and children who go to school without breakfast, I had just heard and decided to explain to my beloved that I think I must be just about old enough now to start becoming a grumpy old man. She said that if that was my ambition then I was well on the way to success.

Anyway, having got rid of any angst, cleansed my liver or whatever, I busied myself with important issues about cars in general and Jaguars in particular. That reminds me of the other day when I was lying on the table while my doctor cut another hole in my leg, luckily, the clutch

leg not the accelerator one and to take my mind of his cutting he said to his young assistant [I don't know the correct title is for a yet to be certified doctor] [apols to any medical people for the pun] that we had a couple of Jaguars, which got her total attention such that he had to get her concentration back to the job at hand. She, of course was thinking four leg not four wheel Jaguars.

Anyway, I got to thinking about cars and their desirability. I didn't include two-seaters and other sports type cars as they are "use specific" and I was only considering vehicles for general activities. After much research I find that there is really only two car models that press the right buttons for me, even though they are very different use and specification. One is of course the Jaguar Compact Mk1 & Mk2, which to my mind is just about perfect in every way - be it a mild mannered unobtrusive 2.4 engined grey coloured example or bold, muscular and powerful 3.8 litre manual with chrome wire wheels in bright red colour. These cars can be all things to all people, equally at home in formal environments, mundane family or business activities, as well as social and sporting events. Have you never seen a picture of a couple [or family] picnicking on a scenic riverbank or beach with a beautiful Mk2 in the background and not wanted to put yourself in that picture. The lines are just so brilliantly correct and so unique that the car rises from the morass of mass production motorised tin cans. It can probably be argued that the popular tin can also serve a purpose, well so does the kitchen sink but surely nobody suffers a rise in blood pressure or excitement when they approach a sink. I was asked many, many years ago "what is so special about a Mk2?" The only answer I could come up with at the time is that it is just so right in every shape and specification. That is not to say it is perfect, because perfect is boring and mundane and that description does not fit a Jaguar Compact. The steering might be a bit heavy by modern steer by little finger standards while talking on the mobile phone but the car is built and designed to be driven even if the steering is heavy and the manual gearbox requires a bit of skill. If not set up properly on the entrance to a corner it can display a fair bit of understeer. All of this makes the car so rewarding to drive correctly and why getting into the car and going for a drive is so satisfying and rewarding that you get out of the car pleased with yourself and looking forward to the next episode. So a tin can has more room in the boot for groceries and the interior is less susceptible to damage from children's ice creams etc but then the interior of a Jaguar compact was never designed to be a childrens playground. A car to love, cherish and enjoy. If you want to know the other car then you will have to wait for the next issue.

On a sad note, I read the other day of the passing of Alan Watson, who would be well known to older

members for his heavily modified “E”Type. Alan could be found whenever Jaguars were out to play. He never indicated to me that he was greatly keen on concour, but was not a knocker. He used to tell me stories about his younger days when he had a Austin Lancer, or it's sister the Morris Major and how he used to break axles and suchlike with great frequency. His car was of course very heavily modified and very, very quick. I remember sitting a few cars behind him on the start line at Leyburn. The Police had set up a radar camera connected to a big screen just at the braking point for the first corner, Alan took off, no tyre smoke and just went zot down to the first corner leaving me multiplying speeds in gears by diff ratios to calculate that Alan was doing about twice my speed at the same point. He was doing well into three figures. A good bloke. Maryvale

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 9th May 2018

- Jacqui's Café, Warwick

Wednesday 13th June 2018

- Flavours Café, Warwick

Wednesday 11th July 2018

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

Wednesday 8th August 2018

- Farmers Arms Hotel, Cabarlah

Wednesday 12th September 2018

- Yangan Hotel Yangan

Wednesday 10th October 2018

- Rudd's Pub, Nobby

Wednesday the 14th 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
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GETTING TO KNOW SOME OF OUR REGISTER COMMITTEE MEMBERS AROUND QUEENSLAND



Hi, I am Barry Challenor, present Vice Chairman of Darling Downs Register of JDCQ. My wife, Kay & I have been members of JDCQ since Easter 1987, when we bought our 1966 2 litre V8 Daimler. We also have a 1967 E- type Series 1.5, 2 plus 2.

We have 1 daughter, & 3 sons, who have, overall, blessed us with 1 Grandson, 9 Grand-daughters, & 1 Great Grandson.

We have been very involved in the Club, having organized 2 June Jaunts along with Robin & Junita Kup-Ferroth, & 1 other which we co-organized. We have organized the last stage of a Post Rally Tour also. We have enjoyed our time in the DDowns Register, organizing Poker Runs, October Overnights, & Show & Shine Christmas Lunches. I served as Chairman 5 years, & Vice Chairman for several. We have a strong Committee, & very active members in our Register, who all help to make it a strong group.



My name is Bruce Dascombe and I joined the JDCQ with my wife Jeanine in July 2010, so we are relatively new members to the club. Currently I am Chairman of the Darling Downs Register and have been honoured to have held this position for the past 7 years.

We have been on many enjoyable outings with the club and cultivated new friendships through a common interest in these lovely cars. My wife and I have organised a number of events which include a few Poker Runs, a Week-End Away, a couple of Sporting Events and just recently a Mystery History Trip to The Eagle Rock Cafe and Laidley Historical Village.

Being a regional club based in Toowoomba allows our member organisers great scope to plan events which involve travel to outlying areas. The club has travelled north to Kingaroy, south to Tenterfield, east to Brisbane and west to Dalby. This greater area provides the club vast opportunities to visit many interesting places and include a diversity of activities.

We saw our first Jag when we were newly weds, and were smitten, never imagining we would ever own one. But years later the opportunity arose and we couldn't help ourselves, so we purchased our first Jag in 1995 (which we still own) a 1986 XJ6 Sovereign in Sebring Red.

But -- we didn't stop there! Later on we bought another Jag, a 2002 X-Type in Metallic Grey which is Jeanine's daily drive. We love the stylish elegance of the Jags and liken them to riding on a cloud. Although Jaguar cars can be temperamental and delicate they are a pleasure to drive and ride in as you always enjoy the journey from start to end.



Phil Sperryn and Ruth Bodey

Phil and Ruth are members of the Brisbane Committee and Ruth is the compiler of "Cat Chat" (Brisbane Register emailed newsletter).

Phil has probably been in the JDCQ for close on 29 years (so maybe one of the longest term members). He had a few moments out of the club when he took jobs overseas in Brunei and Sri Lanka.

Phil's past employment has been as Captain on the A320 Airbus. He had 28 years with Ansett and then after Ansett collapsed financially in 2002 they took off to the UK for 6 month contract working ex Bristol Airport and then on to Brunei on the Island of Borneo (a very interesting adventure) for 5½ years flying for Royal Brunei Airlines. When Phil reached the ripe old age of 60 they returned to Brisbane where he flew for Strategic Airlines for 2 years until that airline also collapsed financially. Phil then finished off his career with Sri Lankan Airlines living near Colombo.

Ruth enjoyed tremendously 28 years as a Flight Attendant for Ansett. Wow what a life that was! and then accompanied Phil on his various overseas jobs which she found fun and interesting.

In 1989 Phil purchased his much loved burgundy red 1962 series I E type and has owned it ever since. Ruth loves it as well but is pressing for an air-conditioner to be installed for some of those summer runs from Brisbane.

Phil and Ruth are both avid skiers and have travelled extensively to overseas ski resorts with their favourites being in North America. Not only is it the thrill of hurtling head first down mountains but the beauty of staying amongst the massive peaks of Colorado (58 above 14,00ft). Ruth is starting to think of retiring from skiing as the bodies don't bounce like they used to but Phil is still resisting this thought. We also are members of the Wynnum Golf Club – which by the way, is much more difficult than skiing.

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To advertise, please contact Paul Lucas - Mobile 0481 490 335 Email info@jagqld.org.au

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1979 Jaguar Series 2 XJ12

Rare XJ Jaguar Series 2v12, the only one registered in Australia according to the Jag Club of Australia, 85 restored, new front discs and pads, I have rebuild the rear end completely, new vinyl roof and roof lining, the back seat has been reupholstered all rust has been removed, new front floor pan on the passenger side new distributor new injectors new dissy cap and Leeds new plugs new hi torque starter motor still in the box, the on the car is still working but a bit noisy new rear exhaust, the list goes on have receipts for all the work done only done 117000ks any questions you can call me.

Price: \$25,000 ONO

Contact: Mark Mob: 0478 715 090

Location: Gympie



Jaguar 1999 "S" Type fully optioned V8 Sedan.

Mechanically in good condition, latest work carried out by Pauls Jaguar Nerang being a new Radiator and cooling system overhaul. Serviced and maintained during my ownership of it by heads of Ashmore. Parts replaced as required. Plastic Timing chain guides have been replaced with steel version for trouble free motoring.

Body in good condition, no dents, paintwork good, (small road chips on front cowling & some scuff marks on back cowling) a couple if Plastic rivets have broken joining the inner guard to the outer.

Interior good for age, (small section on side of drivers seat where the stitching has let go. And the dress rings around the door handles have cracked.

Is advertised on car sales for \$6,500.00 Available to a jaguar club member for \$6000.00 with rego and Roadworthy, or \$5,000.00 unregistered and as is. Registration is due in December.

Price: \$6000 / \$5000

Contact: Peter Mob: 0411 483 229

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.

without registration or RWC.

Contact: Mark Mob: 0475 505 794



Selling in as is condition

Price: \$3500 ONO

CLASSIFIED ADVERT



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

CLASSIFIED ADVERT - Parts for Sale

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



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

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QMSC Representation				

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Details of Jaguars Owned

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

For more Jaguar details, photo copy and use reverse side

Full Year Membership (1st July 2017 – 30th June 2018):

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

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

Option Chosen: **please indicate your choice**

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



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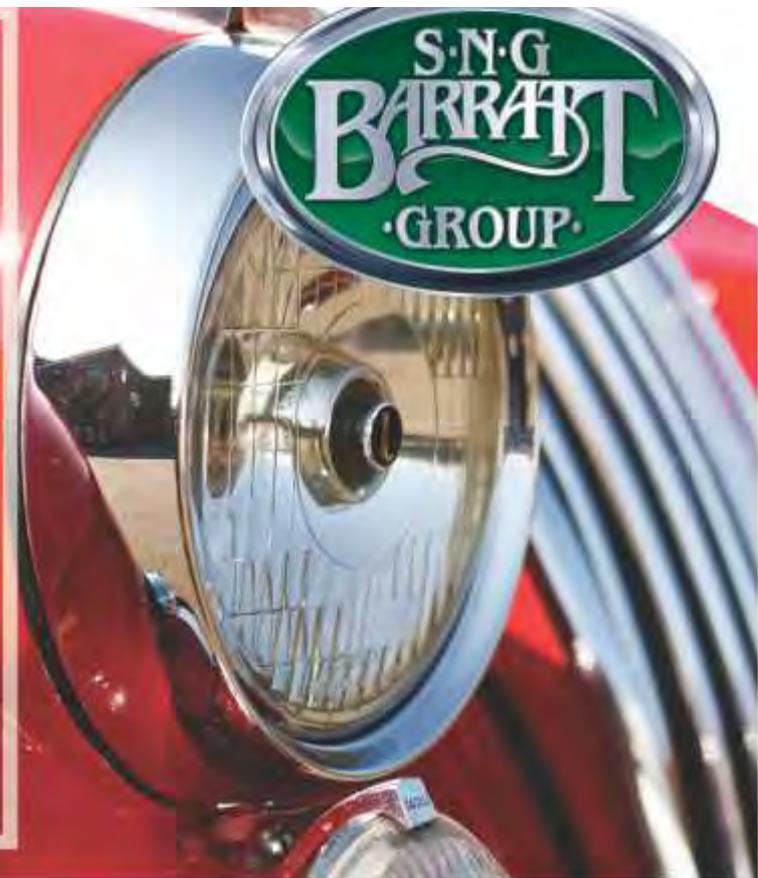
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