

Queensland

JAGUAR



Driver

March - April 2019



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Queensland Jaguar Driver January - February 2019

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



EDITORS MESSAGE

Editors Message

Hello Everyone, We are well into the new year now, hard to believe that when this issue goes out we will already be into March, where does

the time go.

In this issue we have lots of fliers, advising of upcoming events with various registers, they all look to be very interesting and promise to be lots of fun. It would be great to be able to attend them all, especially when one considers that each event has been painstakingly organised by a member or members, giving up their valuable time to do so.

We also have some trophy information, so please take the time to read through that. Finally, he who wishes he had a bigger shed, has become the secretary of the Modern Compact Register, and will be holding a register lunch on the 4th Saturday of each month, at the Cultural Centre in Gatton, hope to see some of you there.

Apologies for short message but changes beyond my control, after magazine was sent to printer, made two thirds of my message superfluous.

That's all from me, enjoy your mag, travel safe and be happy, 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

Maureen chatting to group of
Gold Coast members,
at the Australia Day BBQ

Next Jaguar Driver Magazine.

Deadlines for
Closing Date for Contributions 24th April 2019
Classifieds Deadline 22th April 2019

Life Members

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

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Queensland Jaguar Drivers Club Forthcoming Events

March 2019 Calendar

Sunday 3rd	Brisbane Register	Glorious Pie Run	Lucy Saunders
Wednesday 6th	Gold Coast Register	Midweek Run	David Willmott (Ray)
Thursday 7th	Chassis Based Register	Midday Lunch	Karalee Tavern Lloyd Andersen
Tuesday 12th	Brisbane Register	General Meeting @ Yeronga Services Club 391 Fairfield Road Yeronga Joy Cooper	
Sunday 17th	Sunshine Coast Register	St.Patricks Day Run	Finbar's Lounge Bar (see flyer inside)
Sunday 17th	Gold Coast Register	Luncheon Run	Jane Mikkelsen
Saturday 23rd	Modern Compact Register	12 midday Gatton Cultural Centre	Lunch @ Staging Post Café contact Terry Whitehouse 0409072500
Sunday 24th	Capricornia Register	Proposed weekend trip to Baffle Creek or BYO m/t @ Keppel Sands, lunch @ Koorana Crocodile Farm	
Sunday 24th	Wide Bay Burnett Register	Drive to Baffle Creek to combine with Capricornia Register	
Monday 25th	Gold Coast Register	Monthly Meeting	Tom Ross Chairman
Tuesday 26th	Darling Downs Register	Alan & Marie's Coffee Run	
Staging Post Cafe 34 Lake Apex Drive Gatton 10am start Please call Alan on 0432088167 so numbers can be booked			

April 2019 Calendar

Tuesday 2nd	Gold Coast Register	Midweek Run	Arthur Kontalis
Sunday 14th	Darling Downs Register		History Run TBA Alan & Marie Buller
Sunday 14th	Gold Coast Register	Luncheon Run	Lorraine and Dick K
Sunday 14th	Brisbane Register		Whistlestop Gourmet Pizza Pimpama Lucy Saunders (see flyer in this issue)
Sunday 14th	Wide Bay Burnett Register		Trip to Wandai
Sunday 14th	Sunshine Coast Register		Woodford Pub
Saturday 27th	Modern Compact Register	12 midday	lunch @ Staging Post Café
		Gatton Cultural Centre	contact Terry Whitehouse 0409072500
Sunday 28th	Capricornia Register		Drive to Lake Monduran, BYO m/t, meeting then, BYO lunch
Monday 29th	Gold Coast Register	Monthly Meeting	Tom Ross (Chairman)
Tuesday 30th	Darling Downs Register		Alan & Marie's Coffee Run
	10am Wellcamp Airport, Toowoomba Altitude Cafe contact Alan Buller 0432088167		

May 2019 Calendar

Wednesday 1st	Gold Coast Register	Mid Week Run	David Willmott
Sunday 5th	Brisbane Register	Drive & Visit Woongooroo Estate Neil Summerson (see flyer in this issue)	
Sunday 12th	Gold Coast Register	Mothers Day Luncheon	Ron Gaudion
Tuesday 14th	Brisbane Register	General Meeting & Speaker TBA	7,30
		Yeronga Services Club, 391 Fairfield Road, Yeronga	Joy Cooper
Wednesday 15th	Sunshine Coast Register		TBA
Saturday 25th	Modern Compact Register	12 midday	Staging Post Café
		Gatton Cultural Centre contact Terry Whitehouse	0409072500
Sat/Sun 25/26th	Wide Bay Burnett Register	Trip to Yeppoon on Saturday	
		(combine with Capricornia Register) Dinner and show at 'Footlights'	
		Drive to Emu Park for Classic sby the Coast car display on Sunday Catering on site	
Sunday 26th	Capricornia Register	Drive to Emu Park	
	for the bi annual Classics by the Coast car display. Catering facilities on site or pop out to hotel or cafes at Emu Park		
Monday 27th	Gold Coast Register	Monthly Meeting	Tom Ross (Chairman)
Tuesday 28th	Darling Downs Register		Alan & Marie's Coffee Run
		10am The Barn Flagstone Creek	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



Greetings to all our members.

The new year has come and gone and we are settling into 2019 with all it comes with.

Maureen and I have been busy this year, firstly we attended the Brisbane register AGM, I was seconded to be the returning officer, congratulations to the incoming committee. Next the Australia Day picnic hosted by JDCQ and was pleasantly surprised to see 62 members attend from four registers. Many thanks to Jim Bowden and Lucy Saunders for the organising also June for hand making the lolly bags and filling them, Jim was helped by Terry to do the cooking while yours truly poured the bubbly, June has written an article on the day.

Next, we attended the Gold coast Register monthly meeting and as usual were made VERY welcome, thank you for a great night. Lastly, we attended the Darling Downs register run, another great day and great members, after a filling lunch the register meeting was held.

At the meeting I explained that a sub committee had been formed to revisit the points score system to correct any grey areas and recommend any changes they felt was needed (go to Web page and look up By-laws to see changes). Terry Whitehouse our new historian and sub- committee member decided to go back and revue the last two years to see how things were done. Terry found an accounting error and the JDCQ decided that we should correct this mistake as all members want the integrity of the points system to be above reproach. We presented Alan Buller his award and I must say he was lost for words. One very happy member.

March again is busy with the National Rally at the end of the month, Maureen and I look forward to catching up with all the Qld members who will be joining us at the Rally.

STAY SAFE.

James (Jim) & Maureen

Gear Day 24th January 2019

written & photos by Helen Rolton



Oh deary me!

Hubby Perry went to GEAR with his Racing Red XJS and as it was the first run out since last season. I went as pit crew to serve up tea and coffee and also to offer a shoulder to cry on if it broke down.

It was a lovely sunny day and he was looking forward to having a good time as he had been tinkering with the car for the last month to get it ready. There were four or five other Jags there but not competing. Many other old cars were there whizzing around the track. I even saw an old Standard 10 (Pennant) the same as my Mum had when I was little. We also met up with Barry Cooper and Tony Curtis who were spectating.

I went to the drivers briefing where they are told not to bump into each other, to be very courteous, which flags mean what and that the green light means go and red stop. All very complicated!!

When his group was ready to go, he put on his romper suit and hard hat and off he went. I watched as he went round the track and after he had gone round twice, I saw him turn off the track. I went back to the pits and saw him glide in and I thought 'oops' this doesn't look good. He had come in because the gear stick had gone all wobbly and he couldn't change gears. Apparently the linkage to the gear stick had broken.

The next problem we had was how to get the car back on the trailer. Luckily the tow truck driver was able to lend a hand and towed it to the trailer. They managed to line it up very well and all we had to do was winch up. At home we had to get help to get it off the trailer and push it into the shed as the car is heavy!

All in all we all had a great time and Perry now has the task of mending the gear stick.





Australia Day Picnic & BBQ

written by June Whitehouse
photos Terry Whitehouse



A trio of Jags



Getting ready to cook



Jaguar Friends

The Australia Day BBQ Picnic 2019, was again a resounding success. Jim and Maureen arrived very early to set up , and await everyone's arrival. Members from several registers arrived at Cormorant Bay, in an array of beautiful Jaguars. E & F Type Register stopped for breakfast at a cafe in Esk, whilst the Darling Downs Register met up at Maccas's on the Highway outside Gatton. Once the setting up of tables, chairs and extra shade was completed, and, of course, the Jaguar and Australian flags were hoisted, it was time for morning tea and the important business of having a good time with our Jaguar friends. Everyone brought their morning tea to share amongst others and certainly nobody went hungry . As a welcome and a small souvenir to take home Australian themed lolly bags were handed out as people arrived. Early arrivers were able to see Jaguars coming into the Bay and watch their progress as they drove towards the allotted parking area. As the heat of the day rose, the free beer and soft drinks that were provided, were certainly very welcome. Jim and Lucy did a wonderful job of providing us with a good Aussie BBQ lunch, with steak, sausages, onions, mushrooms and salad served on bread or a bread roll. Jim and Terry cooked up a storm, with a bit of help from Jim R., and the ladies Lucy, Ruth, Maureen, Suzy and June helped by buttering bread, cutting up onions , and helping with serving. It was great to see members mucking in and getting the job

done. The food was excellent, and there was plenty of it. The Champagne was well appreciated too. After lunch, our President, Jim Reid called everyone together and thanked Jim and Lucy for their organising of the food and myself for making and providing the lolly bags, he also thanked the many others who had contributed in any way in helping with the day. Thank you to everyone who joined us, it was a most enjoyable day.



Alan relaxing



relaxing & chatting



relaxing before lunch photo Tony Herald



The flags are flying



It's all go at the barbies



Daves patriotic X Type

photo Tony Herald

Alan and Marie's Morning Coffee Runs

written & photos by June Whitehouse



On the 22nd January 2019, Alan and Marie had, their first Coffee Run of the new year. It was held at the Toowoomba Railway Station, and was well attended. Some of the regulars were either sick or away on holiday but numbers were made up with new members, old members not back at work yet and prospective members coming to check us out. The ladies were well outnumbered by the men, but still managed to be heard above them. Everyone had a great morning tea and most stayed on for lunch.

The February Coffee Run was held at Inferno Cafe in Toowoomba, the usual crowd turned up and a very pleasant day was had by all.

The upcoming dates for Alan and Marie's Coffee runs are as follows:

Tuesday March 26th

Staging Post Cafe Lake Apex Drive Gatton 10am

Tuesday April 30th

Wellcamp Airport Toowoomba, Altitude Café 10am

Tuesday May 28th

The Barn, Flagstone Creek Road, Flagstone Creek, 10am



And The Winner Is.....



Trophies are now for keeps. The practice of having all the trophies locked away and waving them at the winners before locking them away again has ended.

If you get to win a trophy, you take it home. Show it to your family and friends, celebrate the fun of the Jaguar Club.

The perpetual trophies that have historically been a record of past winners, have all been retired and are on permanent display in the club's display cabinets (which are at Col Gally's showroom in Aspley).

There is going to be an "honour board" of past winners both on the web-site and on display by the trophy cabinets.

Trophies to be awarded at the end of this year include:

Male Member of the Year

To the male member accumulating the most points.

Female Member of the Year

To the female member accumulating the most points.

New member of the Year

To the member accumulating the most points in their first full year.

Volunteer Member of the Year

By nomination and committee evaluation

Sporting Champion

To the member accumulating most points competing in motor-sport.

Presentation Trophy

To the member accumulating most points at display days.

Model Register Trophy

To the secretary of the most active model register.

Each year the range of trophies will be reviewed as the activities of the club evolves.



In order to update and clarify the points scheme, remove some of the ambiguities and discretionary areas, it has been necessary to update the Club By-Laws 8 and 9.

By-Law 8 Criteria to Score Association Points

- 8.01 To score points towards trophies presented by the association a club event must be available for all members to attend and must be advertised for at least a fortnight prior to the event in at least one of the following: Queensland Jaguar Drivers' magazine, the JDCQ web site .
The event may also be advertised on the JDCQ face-book site or by other means but these are additional.
- 8.02 To score points toward trophies presented by the association, a participant in an event or competition must be a member both at the time of the event or competition and at the end of that calendar year.
- 8.03 If a competitor enters two cars in either a sporting event or a presentation event, applicable trophies will be awarded for both cars, however, points will only be awarded for the best placed car.

By-Law 9 Point Score System

Points are awarded to members for activity within the objects and procedures of the association, as follows:

Club Member of the Year (Male & Female).

Attending Events

- 1) Attending any Club Event. 5 points
- 2) Attending any Club Event in a Jaguar/Daimler (Other than a monthly general meeting, except where held in conjunction with a Club Event). + 3 points

Magazine

- | | | |
|----|---|-----------|
| 3) | Being the author of an article printed in the Club Magazine, (Other than a Committee Position Report) | 5 points |
| 4) | Supplying photographs used with an article in the Club magazine, per contributor, per article. | 5 points |
| 5) | Supplying photographs used on the covers of the Club magazine, per photo | 5 points |
| 6) | If one person is both the author of an article and supplier of the accompanying photographs | 10 points |

Organizing

- | | | |
|-----|---|-----------|
| 7) | Persons nominated by the JDCQ executive committee to organize a major event (Such as National Rally, State Display Day, JJJ or other event as determined by the Executive Committee) Per person | 25 points |
| 8) | Person nominated by JDCQ executive committee to organize the JDCQ Australia Day event or serve on the sub-committee organizing a major event | 10 points |
| 9) | If a BBQ or similar is included in the Australia Day event, extra for the organizer of the BBQ | 5 points |
| 10) | All persons who help on the day at JDCQ Australia Day event or at a major JDCQ event including the organizer and members of any sub-committee | 10 points |
| 11) | Organizing an over-night event | 20 points |
| 12) | Organizing any other club event | 10 points |
| 13) | Holding a current Club or Register Committee Position. | 10 points |

Club Sporting Champion.

- | | |
|--|------------|
| Participating in a Club Calendar Sporting Event. | 10 points |
| Participating in a Jaguar or Daimler. | +10 points |

Presentation Events

<u>Recognition Events</u>		
	<i>State Display Day</i>	<i>At Regional Events</i>
1 st in class	15 points	10 points
2 nd in class	10 points	8 points
3 rd in class	8 points	6 points

If the event produces an overall winner, they are awarded an additional 5 points



Update on Use of SIVS Registered Vehicles

The Department of Transport and Main Roads (TMR) has recently clarified the way in which it interprets the rules in relation to SIVS registered vehicles, also known as club registration. The Queensland Historic Motoring Council (QHMC) which represents the affiliated car clubs to Government lobbied TMR to change the existing SIVS rules to a scheme similar to the "Impromptu Events" one used in WA. This "Impromptu Events" scheme allows individual members to initiate a run in their SIVS vehicle at short notice.

TMR has now agreed to us having "Impromptu Events" here in Qld.

QHMC Bulletin 2018-1 which can be viewed or downloaded from "Latest News" on the JDCQ website explains it in more detail.

In order to take advantage of these changes, JDCQ has upgraded its website and added an additional calendar for "Impromptu Events" so that any financial club member can log into the website and add their own impromptu or single vehicle event. The instructions for entering an impromptu event follow.

The committee draws member's attention to the final two paragraphs in the QHMC bulletin pointing out remaining limitations on use and that the relaxation of rules is a privilege which should not be abused. Events can only be entered by financial club members and have to be entered prior to the start of the journey. The committee will be regularly monitoring the impromptu calendar to ensure the guidelines are being followed.

Instructions

Log into the JDCQ website with your user name and password. Then;

1. Hover your mouse pointer over the "CALENDAR" tab in the top menu line, a drop-down box opens - click on "IMPROMPTU CALENDAR"
2. Another page will open with an events calendar, hover your mouse pointer on the required date and a small "+" box will appear in the square for the selected date - click on "+"
3. This opens another window, under the open tab "Common", enter a title in the "Title" block.
4. Click on down arrow in Events Calendar and select "IMPROMPTU"
5. Leave "Access Level" as "Public" and "State" as published
6. Go down to description block and enter short event description i.e. "Run for Lunch"
7. Go down to "Location" and enter destination i.e. "Sandgate"
8. Now click on "Calendar" tab next to "Common"
9. Check that "Start date" is correct and enter start time
10. Go to "End date" and change if event is more than one day, then set end time or click on "No specific end time" box
11. Leave "Repeat type" boxes with "No Repeat" highlighted in green
12. Click on "Save & Close" wait until software confirms event is saved
13. As a check you can go back to the Impromptu Events calendar to confirm that your event is being displayed

*I know this sounds complicated, but it only takes a couple of minutes
once you are familiar with it*

Regards Paul Lucas JDCQ Webmaster

SMITH'S JACKALL HYDRAULIC JACK OVERHAUL

written & photos by Lindsay Price

Many quality English cars of the 1930/40 period were fitted with Smith's "Jackall" Hydraulic Jacks. These inbuilt jacking units were fitted to the front and rear axles and were powered by a hand operated double acting pump. The pump was fitted with a rotary selector so that the front/rear or all could be lifted. The 4 rams had retracting springs to close them when not in operation. The oil used was a Castor oil base as mineral oil would rot the rubber seals.

Few of these units now work and most have been discarded or ignored because of non-operation, age and neglect. When I bought my Daimler EL 24 in the mid-1970s I could get the jacks to come down but that was all. It was not until about 2 years before I sold the car that I repaired the jacks. I now have the jacks fitted to my Daimler straight 8 working and they certainly save a lot of crawling under the car to place a conventional jack.

After removal of the jacks, pump and oil lines I wire brushed all units to remove built up grime and dirt. The units were then soaked in a tub of diesel for a couple of weeks. After soaking and more cleaning they were treated with the magic brew. This penetrating oil is a mixture of 50% Acetone and red automatic transmission fluid [ATF]. It is cheap and much more effective than any of the fancy brands on the market. While waiting their turn units were returned to the tub to soak.



Disassembly of the jack rams was hard work and without good tools would have been impossible. The rams bodies were held in a vice and a pipe wrench used to prevent rotation while the bottom of the ram body was unscrewed. The nut on the ram body base is 47 mm across. While the ram body is in the vice remove the oil line connection from the top. This is the top anchor point for the return spring also. When the bottom nut is away withdraw the ram.

The next step is to remove the foot. I have just done 12 of these and all were frozen stiff. The best method I found for disassembly was to weld the top of the ram to a plate clamped in the vice. I made a peg spanner to fit the foot and applied heat to the base of the ram to loosen the foot. It put up a fight but the oxy soon had it away. I had welded the top of the ram because to use a pipe wrench would have damaged the surface of the ram. All components after scraping away the bulk of the old oil were then soaked in Metho. Metho is needed to melt the alcohol in the original oil.



Next was the ram seal. After cleaning and reconditioning components a new ram seal was fitted. This seal was purchased from a Hydraulic specialist and are 11/4X 13/4 X 3/8. The original oil line connection was tapped 1/4 BSP as the original 24 tpi. fittings were no longer available. The ram was polished with fine emery tape before reassembly.



There is a sequence for reassembly, follow it and you should have as many fingers left as you started with. Assemble the top anchor and spring ensuring the lock washer is in place then insert into the body. A leader wire helps locate the top anchor through the hole in the body. Place a new copper washer over the exposed thread, fit the oil connection and tighten. Lubricate the ram with hydraulic oil and fit the cap nut with new seal over the ram. Carefully work the seal over the ram then push it up the ram a couple of inches. Apply sealant to the thread on the body and fit the seal nut and ram to the body, when done fit a hose clamp around the ram below the cap nut and tighten. Now for the tricky bit. Hold the body in the vice horizontally and using a heavy

gauge wire with a hook on one end and a loop on the other hook the spring. I used a ratchet puller to withdraw the spring and when enough was out I clamped it with a vice grip to stop it returning back up the ram. Carefully



release the puller and when satisfied the spring is safe remove the puller and fit the foot. These things feed on fingers so be careful. Once the foot has been fitted now release the vice grip. The foot will spring back so care is needed. Apply sealant and screw the foot back into place then carefully remove the hose clamp. When finished plug oil hole before painting. Pump overhaul is not difficult just time consuming. The four I did were all completely clogged with solidified oil which had to be carved out as if it were a piece of soap. After removing the back plate I removed as much of this muck as possible returning it to the Metho tub for further soaking while I worked on the others.

The pump consists of a lever operated double acting piston and a series of non-return valves, an overload valve also fitted along with the selector and release valves. There is a gauze screen to filter the oil from the tank.

Work carefully when cleaning as there are many small components. The ball valves are small ball bearings and I was able to substitute new for old when the original was in poor condition. On some of the pumps the ball seats were a countersink hole and others a hemispherical concave hole. For the countersink I used a drill to clear and for the concave I made up a ball bearing brazed to a piece of round bar and used it with valve grinding paste to clean up the valve seat. Some of the balls are held down by a small spring. Old Biro springs fit perfectly. The shaft seal was replaced with modern seals and the selector valve rubber with a rubber bottle plug from a rubber goods supplier. Fortunately I had some of the gauze filter screen. It is the same as used for petrol filters.

Reassembly is reversal of disassembly. The pumps were tapped $\frac{1}{4}$ BSP to match the rams and all oil lines replaced for safety. A new tank was made from an old oil can.

There is an alternative to using the original pump. A 12 volt hydraulic tilt motor from an outboard motor or truck tilt works well. They are a real crowd pleaser at shows as few people have seen them in operation.



The hydraulic oil used is Hypsin 68. It is a common hydraulic oil used in most industrial systems.
Lindsay Price

JDCQ Darling Downs Register

*Organised by Jeanine & Bruce Dascombe
written by June Whitehouse photos Terry Whitehouse*

February Run



On 10th February a group of 16 Darling Downs members, plus, Jim and Maureen Reid, met up at Federation Park, Toowoomba at 8.30am, a very early start for Jim and Maureen, leaving home at 6am. After a good chat, Keiran, our Secretary, took the opportunity to present Kara & Ron Formella with their 20 year badges, after accepting their badges Kara and Ron posed for a photo for Terry, creating calls of 'get a room' from the rest of us.

We set off at 9am for our first port of call, which was Tarmac Model aircraft club, where we spent sometime watching the club members fly their planes and in one instance, crash and destroy their plane. It was very interesting and surprisingly relaxing to sit and watch these model planes buzzing around, the members were very friendly, and even the chap who crashed his plane took it all in good humour as he carried his broken aircraft back to base, with one wing dangling precariously from the body of the plane. After an hour or so, tummies started to rumble and thoughts for morning tea beckoned. We set off, in our convoy, and headed to a lovely wooded park in Allora. An array of BYO morning tea was set out for everyone to share, along with flasks of coffee and tea and cold drinks. This was a very pleasant interlude, with lots of chatter, jokes and comradery. At about 11am we set off again to our lunch destination, which was to be a mystery cafe at Goomburra. The cafe was much more than just a cafe, and did not disappoint in any way. Our host, Paul, led us out to the shaded deck where we were to have our lunch and provided us with jugs of iced water, and then invited us to have a look around his enchanting property. This was a very quaint and quirky place to visit, set on 125 acres, the immediate area, surrounding the landscaped gardens of the cafe, was well worth the visit. Situated on the deck where we had our lunch, was a pizza oven, that had, at one time, in the 'olden days', been a tank which formed some sort of ballast in the old sailing ships that travelled to and from Australia. The tables were made from old pieces of machinery, or in one case a metal chest full of old tools, topped with a glass cover, the table we sat at had some sort of very large cog under the glass top. All very fascinating stuff, inside the slab hut type building, there were many interesting things to see, including a fireplace with a huge axe built into it. All this had been created, over a number of years, by our host, Paul.



When it came to ordering lunch, I think, without exception, everyone ordered the pizza, and we watched in awe, as this 'one man band' prepared about ten pizzas and brought them out to the very hot pizza oven, alternating from waiting section, to oven, to slicing up and serving the delicious, thin crusted pizzas. Paul had several desserts on offer, including fruit with cream and ice cream, water melon and apple pie. We opted for the apple pie with cream and ice cream and were not disappointed, it was very yummy. Our bill, at \$26 for two, including cold drinks, did not disappoint either.

Following lunch, Jim Reid, our JDCQ President presented a belated award for Member of the Year, for 2017. This had come about when the Historian, my better half, discovered an error in points awarded for 2016/2017 year. The JDCQ Committee decided this error had to be rectified and the award presented to the rightful winner, Alan Buller. Alan was a little taken aback, but very pleased to receive his beautiful trophy. Our register meeting followed, and then our raffle, one of the prizes being a bottle of bubbly, which had been left over from the Australia Day BBQ, and donated by Jim Reid. It was a really lovely day out, and I think everyone enjoyed themselves, and we thank Jeanine and Bruce for organising such a fascinating venue. you all, from the Darling Downs Register.





ST. PADDY'S DAY FUN

@

Finbar's Lounge Bar

12 Bicentenary Lane Maleny
(Plenty of parking available)

Sunday 17 March

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

Join in the festivities

**Beef & Guinness Wood Fired Pizza on the menu
Irish Music**

RSVP: Marg Day by 10 March

Ph: 0407 621 724
E: marg-day@outlook.com





Opera

at

Jimbour Station

27 July 2019

Invitation to Brisbane Register Members to enjoy another Jaguar Run to Jimbour Station and a performance by the Queensland Opera Company. Twelve double rooms have been booked at the 'Midtown Motel' Dalby for the nights of Friday 26th, Saturday 27th departing Sunday 28th July for return home. The motel has undercover parking for your Jaguar and reasonable rates, plus there are usually two free buses from Dalby to Jimbour Station for the Opera-goers.

Confirmation and payment of your motel room to the Secretary of the Brisbane Register by 31st April will assure your accommodation.

Price of the room per night is expected to be approximately \$140.

Start your planning today

2019 MAC'S BRIDGE *Sports & Classic Car Festival*

Proudly
supporting



SUNDAY 26TH MAY

Qld Rifle Assoc Belmont Range
1485 Old Cleveland Road, Belmont

(see reverse for location map and directions)

Exhibitors: 7.30 am Public: 9.00 am Awards: 12 noon Close: 1.00 pm

FURTHER INQUIRIES

Geoff Johnson: 0413 734 977

Murray Clark: murrayclark1@bigpond.com.au

Mike Kelly: 0407 158 887

Mike Taylor: 0418 983 098

ENTRANCE FEES

Display Car: **\$15.00**

Visitors (including parking): **\$10.00 per car**

Children under 12: **FREE**



Or visit: **TSOAQ.org.au** and click on the Macleans Bridge page just under the logo.

*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.*

Sunday 5th May

...lunch at Woongooroo Estate,
Mt Archer (just near Kilcoy)

w www.woongoorooestate.com
fb www.facebook.com/woongoorooestate

At 9.30 we meet at Redbank Plains Shopping centre Car Park, drive along Warrego Highway and turn off to Brisbane Valley Highway through Fernvale then Esk.

At Esk we have a short toilet break then onto Somerset Village, around Somerset dam into Kilcoy.

We travel through Kilcoy onto the winery arriving at 11.30am

Total distance to winery from Redbank is 136 klms.

Detail route plan will be available on the day.

Lunch at 12 noon will be an alternate drop of Gourmet Frittata and Salad or cold meats (Ham and Chicken) with salads.

The salads are fresh and homemade.

Dessert is apple crumble with custard and ice cream.

Total price is \$22 per person

including wine tasting and some entertainment.

Numbers are limited to 36 people

Lunch venue is under cover with ample parking on the winery property.

To register please contact Neil Summerson

....email nesjas@bigpond.net.au or phone 0419273296 by April 15th

Expressions of interest

are sought from JDCQ members who
would like to attend the

Celtic Festival

*in the first weekend of May 2020 for a two
night/ 3 day stay at Glen Innes on the New
England Tableland.*

At this stage it is open only to Brisbane Register members, but if the interest is keen enough from other Registers perhaps Register Chairmen could get together to liaise with each other for a combined effort.

Could they send their expressions of interest to Ian Lind at ijlind@bigpond.net.au or phone Ian on 0438 629598.

This year (2019) is the year of Scotland if anyone wants to make a one day trip by themselves for a sneak preview. Unfortunately the 2019 Festival is fully booked out, hence this early call to members to allow Ian to make the necessary bookings for next year.

Sunday 25th August 2019

PEAK CROSSING A DAY IN THE COUNTRY

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 of Queensland members to join us at a Charity Day on Sunday 25th August 2019 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 legendary), and a bbq lunch at reasonable prices. 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 Weds 31st July 2019 to:

Contact: Allan Hillless
Email: eandfyperegister@gmail.com

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

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

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

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



WHISTLESTOP GOURMET PIZZA PIMPAMA

Sunday 14 April 2019

Run down (or up) to Pimpama for a lovely lunch around 12.00.

Whistlestop Gourmet Pizzas say their pizzas are best served with a glass of wine and enjoyed with friends and family.

Whistlestop has a large parking area close by, under-cover cafe and wide choice of tucker.

Depart for home when you are ready.

Address is

88 Pimpama-Jacobs Well Road, Pimpama.
Take exit 49 off M1 from north or south.

About half-way to the Gold Coast, hopefully we will meet up with a few Gold Coast members too.

Please let Lucy know if you intend to come,
RSVP Friday 12 April 2019 0413 130 009

Sporting Meeting 2019

EVENT	LOCATION	DATE	TYPE
PCQ Sprint & ICC Sprint	Morgan Pk	9/10 March	Super Sprint
Stanthorpe Qld-NSW Rnd 1	Morgan Pk	16/17 March	Circuit
Grafton Hill climb Rnd1	Mountain View	17 March	Hill climb
GEAR	Qld Raceway	21 March	Circuit
Qld Hill climb Series Rnd 2	Mt Cotton	23/24 Mar	Hill climb
Super Sprint Series C Rnd1	Morgan Pk	23/24 March	Circuit
Super Sprint Series A Rnd2	Morgan Pk	13/14 April	Circuit
Wondai Sprints	Wondai	13/14 April	Sprint
National Hill climb (MG cars only)	Mt Cotton	21 April	Hill climb
GEAR	Lakeside Park	24 April	Circuit
Grafton Hill climb Rnd2	Grafton Mt View	28 April	Hill climb
Autumn Historics	Morgan Park	4/5 May	Circuit HRCC
GEAR	Qld Raceway	9 May	Circuit
Mt Cotton Test & Tune	Mt Cotton	11 May	Hill climb
Qld Khanacross	Proston Rally Track	11/12 May	Khanacross
Super Sprint Series B Rnd2	Morgan Pk	11/12 May	Circuit
Oakey Street Sprints	Oakey	18/19 May	Street Sprint
Stanthorpe Qld-NSW Rnd 2	Carnell Raceway	25/26 May	Circuit
Super Sprint Series C Rnd2	Morgan Pk	1/2 June	Circuit
QLD Hill climb Championship	Mt Cotton	31 May-2 June	Hill climb
Noosa Hill- Winter Challenge	Noosa	8/9 June	Hill climb NBCCC
NSW Rnd Hill climb	Mtn View Grafton	8/9 June	Hill climb
Super Sprint Series A Rnd3	Morgan Pk	15/16 June	Circuit
2 Days of Thunder	QR	15/16 June	Circuit
GEAR	Lakeside Park	20 June	Circuit
Qld Hill climb Series Rnd 3	Mt Cotton	22/23 June	Hill climb
Historic Qld	Morgan Park	13/14 July	Circuit HRCC
Gold Rush Hill Sprint	Mt Morgan Range	13/14 July	Hill Sprint
Qld Hill climb Series Rnd 4	Mt Cotton	20/21 July	Hill climb
Grafton Hill climb Rnd3	Mtn View	21 July	Hill climb
GEAR	Lakeside Park	25 July	Circuit
Stanthorpe Qld-NSW Rnd 3	Carnell Raceway	27/28 July	Circuit
Qld Khanacross	Proston Rally Track	3/4 August	Khanacross
Nambour Sprint SCMSC	Nambour showgrounds	3/4 August	Weekend Sprints
Super Sprint Series B Rnd3	Morgan Pk	3/4 August	Circuit
Leyburn Historic	Leyburn	17/18 August	Street Sprint (Historic)
Super Sprint Series C Rnd3	Morgan Pk	24/25 August	Circuit
Grafton Hill climb Rnd4	Mtn View	25 Aug	Hill climb
GEAR	Qld Raceway	22 August	Circuit
Super Sprint Series A Rnd4	Morgan Pk	31 Aug 1 Sept	Circuit
Pittsworth Sprints	Reserve Raceway	6-8 Sept	Sprint "Industrial estate"
Speed on Tweed	Murwillumbah	7/8 September	Street
Qld Hill climb Series Rnd 5	Mt Cotton	7/8 September	Hill climb
Reid Pk V8 track Sprints	Townsville	7/8 Sept	Sprint
Super Sprint Series B Rnd4	Morgan Pk	14/15 September	Circuit
Mattara Hill climb	Ringwood Pk Newcastle	20-22 September	Hill climb
GEAR	Lakeside Park	26 September	Circuit
Grafton Hill climb Rnd5&6	Mountain View	28/29 September	Hill climb -Track weekend
Club Challenge Australia X2	Mt Cotton	5 + 12 October	Hill climb
Super Sprint Series C Rnd4	Morgan Pk	12/13 Oct	Circuit
Downs Motorsport Sprint	Morgan Pk	19/20 Oct	Circuit Super Sprints
GEAR	Qld Raceway	24 October	Circuit
Stanthorpe Qld-NSW Rnd 4	Carnell Raceway	2/3 Nov	Circuit

Sporting Meeting 2019

Qld Khanacross
Sunshine Coast Motor SC
Noosa Hill Summer Challenge
Grafton Hill climb Rnd7
Qld Hill climb Series Rnd 6
GEAR

Proston Rally Track
Nambour showgrounds
Noosa
Mountain View
Mt Cotton
Lakeside Park

2/3 November
3 Nov
9/10 Nov
10 Nov
23/24 Nov
28 November

Khanacross
Khana
Hill climb NBCCC
Hill climb
Hill climb
Circuit

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

More From the Australia Day BBQ



THE STORY OF THE RESTORATION OF MY 1966 E-TYPE JAGUAR

Written & photos by Michael & Marilyn Keating

The restoration of this vehicle is dedicated to my dear brother Francis who resided in England and was a great fan of Jaguars. He already owned a 3.8 Roadster and a 4.2 Coupe which he had restored. In a moment of weakness he sold the 3.8 Roadster, a decision he later regretted so the hunt was on for a replacement. He purchased the 4.2 Roadster, which was in need of a total restoration, from a used car dealer in England.

This car was manufactured in June 1966 and was exported to Jaguar Cars in New York. No further information on what happened to the vehicle after that is known, other than it was registered at one stage in Alabama. It came back to England, still as a left hand drive vehicle, in 1989.

Francis dismantled the vehicle and began accumulating the required parts to begin the restoration. Unfortunately, he took ill and never got to continue with the project. As his illness was terminal, he asked me to take on the project and so began its journey to Australia.

We went to England in July 2013 to spend some time with Francis and then gather up all the bits and pieces in his garage and arrange for shipping and importation into Australia. This was made easy by the help we received from the shipping agents in Brisbane. The container was opened and checked by Customs in Brisbane with no problems. On the 9th December 2013, the container was delivered to our property and there it sat for the next couple of years while I finished the restoration of my MGA.

It was then that my big learning curve began. The only similarities between the MGA and the E-Type are 4 wheels and a steering wheel. I'm convinced that the E-Type assembly starts with 2 windscreen washer jets and the rest of the car is assembled around them! I searched the internet for information which might help me with the assembly and came across a website by Chris Vine who had completely documented the restoration of his Series 2 E-Type. This website, together with the E-Type forum, was an immense help throughout the restoration.

The next dilemma was deciding on a paint colour and we agonised over this for some 6 months. Francis had mentioned he would have painted it Golden Sand, and whilst this wasn't our first choice, we decided in the end to go with his wishes. We wanted to keep a period colour, and although we had the paint code, it was difficult to find a paint supplier who could recognise this code. We eventually found someone in Toowoomba who could help. We found a painter to do the job, however, he would only apply the paint so all the bodywork and paint prep work had to be done by myself.

It was a big day when re-assembly began and parts started to be bolted together permanently. Over the next twelve months assembly continued and the many boxes of parts became less and less and the hours of work became more and more. At least now, there was some visible progress. Many parts were ordered from the UK and, as usual, you always find some gremlins and parts that are missing. We ordered a complete stainless steel exhaust system from a supplier in England and it duly arrived and was



put away in its box until required. A couple of months later, I opened the box to find I had an E-Type exhaust mounting kit and an MGB exhaust system. The supplier apologised, told us we could keep the MGB system and then sent us the correct parts. It's a pity the MGB system doesn't fit the MGA. (Perhaps an MGB could be my next purchase!!) The wiring proved to be another challenge and a complete new harness was purchased. Some knowledge of where to route the wiring would have been a big bonus.

The engine was fully overhauled, some of which had been done, but needed to be assembled. There was no way I was going to put that engine into the car before I ran it so a makeshift fuel tank and the garden hose sufficed to test run. All was good.

We imported the interior trim and upholstery kit from the UK which became the next headache. Trying to make each piece fit correctly was indeed, a testing time, but we got there in the end.

The next decision to make was "what are we going to do about the top - soft top or hard top? We were missing part of the soft top framework so opting for the hard top seemed a logical way to go. WRONG..... We imported a fibreglass hard top from the UK and then the fun began. This required many modifications to make it fit, but again, I overcame the problems and it is now part of the vehicle. Whilst we were on one of our visits to the UK, we called in to see SNG Barrett to pick up some parts (I think we were one of their best customers at the time) and while we were there we were introduced to Julian Barrett who kindly showed us through their warehouse, factory and workshops. We saw Julian's E-Type which had been fitted with an aftermarket hard top and he warned us then that they had experienced numerous difficulties in fitting this top. We can certainly verify his words.

With everything finally complete, it was time for registration. We had heard many horror stories about getting imported classic cars registered so we were not sure what we were up against. On a visit to the Gatton Department of Transport we were told we would have to take the vehicle to Toowoomba to be inspected for compliance. While we were in Toowoomba one day, we called into the Department of Transport to find out where and what we needed to do to have the compliance certificate issued. We were then told that this was not necessary and all that was needed were the import documents, a roadworthy certificate and some money. That was great news to us.

So, on the 24th August 2018, we fronted at the Transport Department with the necessary paperwork and who should attend to us at the counter....a very helpful man who was from the UK and interested in cars. He was familiar with that model, and although he couldn't find it on the Department's system at first, he persisted and eventually got it sorted. We asked him about putting the registration number on the bonnet as a lot of Jaguars have, however he was unable to say whether this was acceptable or not. A few brackets needed to be made to fit the number plate to the front of the car.

Our first outing was to All British Day in Brisbane, which we had attended previously in our MG's. We were delighted to win an award on that day and it somehow made the effort and trying times worthwhile. This day coincided with the 5th anniversary of Francis' death and we feel it was a fitting tribute to him to finally have the car complete and on the road. We look forward to many outings in our E-Type in the future.

Michael & Marilyn Keating



JAGUAR FROM THE SHOP FLOOR

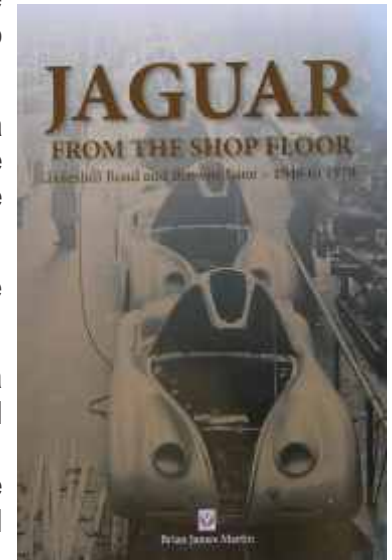
GB25: Jaguar From The Shop Floor, Foleshill Road and Browns Lane - 1949 to 1978 by Brian James Martin, first published in May 2018 by Veloce Publishing Ltd.

In Jaguar from the Shop Floor, long-time Jaguar employee Brian Martin gives a first-hand account of the ups and downs of factory life, from the assembly lines to the elite experimental department, and eventually to junior management.

Part auto-biographical and part-historical, this book provides a fascinating insight into the Jaguar production process, and covers the development of many models, including the XK120, the XKSS, and the lightweight E-types.

Brian's story tells of Jaguar's golden age, through the eyes of someone who was actually there.

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, go to the Library and search for the material then click on "Request this book".



Kathryn and Paul Lucas stopped at Mooball on their way to Yamba in December 2018.

They spotted this Jaguar XJC at the Moo Moo Roadhouse.

The owner has a number of cars, motorbikes and memorabilia on display.

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

Did You Know..... Words by Phil Sperry

What's in a Name!

Did you know that in 1886 Karl Benz took out a patent for the world's first motor car? At about the same time his nearish neighbour Gottlieb Daimler was designing horizontal petrol engines. In 1885 the new Daimler engine was built upright which suited transport applications. This engine was first fitted to a two wheel device thus becoming the very first motor cycle. The engine was also fitted to a boat and coach. Eventually in 1889, Daimler and his partner Wilhelm Maybach sold their first car, not built in Germany but licensed to and built in France. To fund expansion Daimler sought finance from 3 main benefactors but they soon won board control. They set the policy to concentrate on light engine production where as Daimler and Maybach wanted to pursue automobile production.

Rivalries, board coups, financial dealing and vengeful infighting led to Daimler's designs and patents being sold to entities in France, United States, Austria and the UK. Daimler became a manufacturer in the UK in 1896. Coincidentally 1896 was also the year of the first British built car, "THE LANCHESTER". Dr. Frederick Lanchester (1868-1946) was a prolific engineer who tackled motor engine and automobile design with a unique perspective. He was also a pioneer in aerodynamics and published many volumes featuring very advanced aerodynamic theories.

His first car was a single cylinder 5 hp model. Cars 2 & 3 were twin cylinders to even out some of the vibrations associated with a single cylinder. A later version of car no 3 took a gold medal in the Richmond Trials of 1899.

By 1901 the car went into full production and was offered in 10,12,14,16 & 18 hp versions. The design and construction of early Lanchesters was exceptional and very advanced. The two cylinders had their own crankshaft and fly wheel counter rotating. Each piston had 3 con rods, 2 attached to one crank and the 3rd to the opposing crank. The whole engine thus remained perfectly and smoothly in step.

The steering was a tiller (not steering wheel). The driver's right arm rested comfortably in the tiller effortlessly turning right and left. The car was wide and with the engine placed amidships there was no forward bonnet. The driver and passenger tucked up snugly with a leather protection cape! An epicyclic gear box kept the engine at correct revs. In 1902 came the addition of front wheel disc brakes.

When production resumed after the WWI Lanchester re-introduced its prewar "Forty" car with 6.2 ltr. overhead cam engine. It was very expensive, more than the Rolls Royce Silver Ghost. The company had to introduce a smaller, less expensive model the "Twenty One" with a 3.1 litre six cylinder engine. In 1927 Lanchester even produced a one off Electric/Petrol Hybrid which today is in a Birmingham museum.

A familiar story now evolves. A luxury car maker introduces its biggest and grandest model just as the Great Depression looms

on the horizon. For Lanchester it was a 4.5 litre straight eight. Only 126 were produced. Their bank eventually called in the company's loan of £38,000 and a sale or liquidation were the two options.

What of Daimler UK? Remember Daimler production had started in England in 1896 and life for Daimler had not been a bed of roses. A financial re-organization occurred in 1904 and by 1910 the company had been purchased by BSA. In 1930 the Daimler factory was almost next door to the Lanchester factory in Coventry and so in a sort of marriage of convenience, BSA bought Lanchester at a virtual give away price of £26,000. Lanchester production shifted to the Daimler factory, both now under the ownership of BSA.

Daimler, however, was also struggling. Too many expensive models in a time of great austerity. To meet the new "economy" BSA used the Lanchester Badge on down market Daimler cars and smaller cars in general.

1954 and the last Lanchester produced was a very humble "Lanchester 14" with a 2 litre 4 cylinder engine. How the mighty had sunk to humiliation!

In 1960 BSA sold Daimler to Jaguar and along with Daimler came the name Lanchester. Even today listed as a non trading subsidiary of Jaguar/Land Rover we find "THE LANCHESTER MOTOR COMPANY" Perhaps just waiting?

Ps. In researching this piece I noticed that Dr Frederick Lanchester is listed as an engineer and polymath.— (A person whose expertise spans a significant number of subject areas, known to draw on complex bodies of knowledge to solve specific problems). I realise I am not one.Phil Sperry



Dr. Frederick Lanchester



Driver operating tiller



Early model—note tiller steering and weather guard.



1950's Lanchester 20



1930 Straight 8



This was my first sports car, so before I bought an XKR two years ago I was concerned about the complexity, and whether it might become a maintenance nightmare. (The car is a 2000, X100, 4.0 litre convertible.) For anyone considering a similar purchase, my experience has been fine - just a few glitches from which I learned a lot about the car. Also, I gained confidence in the X100 engineering quality.

Error messages

On hot days a 'Restricted Performance' message sometimes appeared, with one bank of cylinders shutting down - the error codes indicated coil issues. However, I discovered that someone had previously fitted non-standard spark plugs. While these were the correct heat range, they had 1.6 mm gaps. Resetting the plug gaps to the correct 1.0 mm fixed this problem.

ABS and TRACS (traction control) error messages can be due to several cause, including a build-up of brake pad dust on wheel sensors. But on my car, just driving it regularly has been enough to make these messages disappear permanently.

The 'Check rear lights' error message is typically sorted just by cleaning the connectors to the rear light clusters, rather than searching for a blown bulb.

I understand that the pop-out headlight washers were installed on these cars because the Xenon headlights are not warm enough to melt ice – hardly an issue in Brisbane! To stop these headlight washers leaving spatter marks on the polish, I disabled them by removing fuse 7 (30A) in the engine bay. This hasn't brought up any error messages or disabled anything else.

The dreaded 'green shower'

It is very hard to look cool in your lovely convertible Jaguar, if green hydraulic fluid is running from the roof into your lap! Unfortunately, hydraulic hose for the roof-latch mechanism was under-specified for the temperatures above our windcreens on a hot Queensland day. And it is common for this hose to eventually fail. (This was actually a weakness for several luxury brands at the time.)

If a latch hose 'blows', replacing the pair is neither technically difficult nor expensive. But it is time consuming. A lot of interior trim has to be removed, going all the way back to the hydraulic pump in the boot.

These tips might save time for anyone else undertaking this repair:-

- There are lots of online articles about this, some better than others. I found the most thorough article (which includes detailed photos) at: <https://www.jaguarforums.com/forum/attachments/xk8-xkr-x100-17/4267d1279750143-convertible-top-latch-hydraulic-problem-hosereplacementjagxkr2001.doc> (This article is for a left-hand-drive car, but the hose routing is identical.)
- Industrial Hydraulics at Geebung made up my pair of replacement hoses for less than \$300, and their hose is much stronger than the original. The specification is:- Stauff 'Test hose' DN2 type B with metric end fittings:- M12x1.5 thread, DIN 24 degree with o-ring. Each hose is 5.00 metres long including end fittings. [This hose is 1900 BAR burst pressure; 600 BAR / 9000 psi working pressure (reduces to 7000 psi working pressure at 100 Celsius).] The diameter of this hose is 5.0 mm compared to 6.7 mm for the original hose – however the latch operates just as quickly.
- It is necessary to remove lots of interior trim - all seats except the driver's seat, most boot trim, the interior trim above the windscreen and down the A pillars, and the rear right side speaker box. But it is unnecessary to remove the dash, centre-console, or either door sill. (Just roll the left side carpet out of the way, after sliding it from under the centre-console and folding it towards the passenger door sill.) My car was still drivable with all this trim removed – just using a bit of cord to tie the latch loop on the roof front, down to a bolt in the floor.
- I could not find a mechanic in Brisbane with recent experience of this repair. Working slowly, it took me a day to remove all the trim and old hoses, and nearly a second day putting everything back.
- Do blow out the old hoses with a bike pump or similar before removing them, to avoid oil drips inside the car.
- In my car, the hoses run as follows:
 - a) Lower hose at the pump connects to the car RHS side fitting at the latch (ie. slightly longer run).
 - b) Upper fitting at the pump connects to the car LHS side fitting at the latch (ie slightly shorter run).
- The most awkward trim item is the plastic passenger foot guard, which has one hidden push-on fitting near its centre. Once this centre fitting is popped away from the left side of the car, it comes out with reasonable effort.
- I did not need to compress the main hydraulic cylinders (many articles recommend holding them down with straps) but was able to gently and evenly open and close the roof by hand, after opening the manual release 'petcock' at the pump. But if strong resistance is felt, then stop, to avoid bending the frame.
- It is not easy to find Pentosin CHF 11S hydraulic oil in Brisbane, to top up the pump reservoir. I sourced green Penrite LDAS (which meets the same specification) from Bursons. Using a syringe with a

short filler hose, it is easiest to top up the pump reservoir in situ. Also put a smear of this oil on the O rings before doing up the new hose connections.

- It was *very* satisfying to complete the job carefully, with no damaged trim, and have everything working like new again.

Heads-up display

I had two niggling instrument issues, easily resolved with a single solution. First, I found it much too easy to exceed speed limits in this quiet GT car. And for my UK imported car, this was compounded because the KPH speedo scale is in smaller print.

Secondly, the temperature gauge is 'tricked up' so it displays an unchanging middle-of-range reading for most temperatures - then suddenly jumps into the red just before the engine gets damaged. (The split-flow cooling system for this engine actually won an engineering award for its efficiency, but the trade-off is a relatively small volume of coolant. If there is ever a sudden leak, the coolant disappears fast.)

A model 'A8' 5.5 inch heads-up display (HUD) was easily sourced online for about \$50, is easy to install, and works very well. I elected to use matt black tape to cover up most of the available display information, so the only items to appear on my windscreen are:-

1. **Speed in KPH** as big white numerals. There is a calibration function for the heads-up unit to adjust this speed accurately.
2. **Accurate engine temp** as smaller green numerals. This read-out did not need calibrating, and is backed up by a little orange bar that illuminates at 100 degrees C. I understand a little red bar and audible warning come on at an even higher temperature.

Not wanting to mark my car at all, I installed the display on the dash at the perfect angle with two lumps of blue-tack, and this proved quite stable. The blue tack is easily hidden with black card. The flat cable from the car's ODB2 port to the display is also easily hidden by pushing it into the narrow gap around the edge of the dash, so this cable did not even have to be threaded behind the dash. It just took a little time to trim and position a piece of the special reflective film inside the windscreen – with the image positioned low, it has not reduced visibility at all. So that job worked out really well. (When taping over unwanted display items, it is important not to cover the ambient light sensor at the top corner of the display.)

General comments

The two question marks over the 4.0 litre engine have always been:-

- Nikasil' issues from cars that spent some of their early life drinking high sulphur petrol in the UK. (Jaguar typically replaced these engines under

warranty.)

- weak timing-chains guides on early cars. (By now these should have been replaced.)

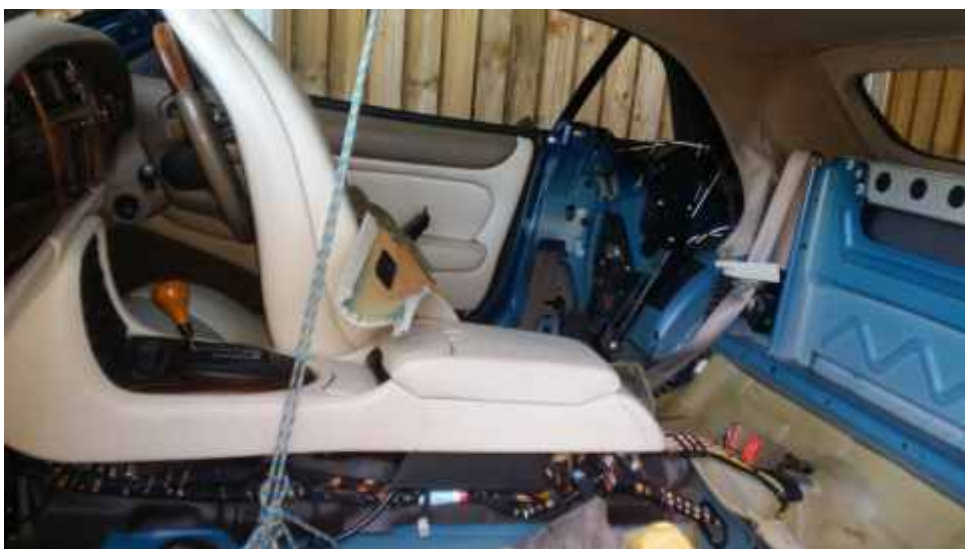
I'm a long way from being an experienced mechanic, but it does seem that on most cars these potential issues have long been sorted.

On the other hand, the strengths of my XKR include:

- The well proven AJ26 engine
- Ditto for the Mercedes transmission.
- Reliable Ford computers / electrics.
- The XKR included CATS adaptive suspension, plus auto wipers, lights, steering and mirror positions, and basically every other option available at that time.
- Proven Eaton supercharger (which doesn't work very hard).
- Metal thermostat housing – possibly an improvement on the XK8 engine.
- The car is beautiful - and a joy to drive!

Most members will have more experience than me, but I suspect they might agree that:

- a) Finding a well-maintained car can be difficult. My solution was to have a Jaguar Dealership thoroughly check cars on my shortlist, and this proved an excellent investment.
- b) When there are glitches, online resources (especially Jaguar Forums) are terrific. I now make it a policy to thoroughly research the experiences of others, before I touch anything.
- c) Club members are really generous with their time and advice – and I'm very grateful to them.



MK2 excessive oil pressure

My Mk2 always had excessive oil pressure when cold with the 60 pounds per square inch (PSI) gauge going right off the clock. Because of the finicky nature of the gauges sender /transmitter workings I wasn't too worried as once the engine was warm the oil pressure did drop back into the normal range. I did change transmitters but still came up with same result of indicating excessive pressure.

Finally I bit the bullet and decided to investigate the oil pressure relief valve. Jacking the front of the car up high and installing jack stands I was able to access the oil pressure relief valve which is in the bottom of the oil filter housing. The valve is actually held in place by a spring which allows the valve to open when the pressure gets above a certain level, typically about 60 pounds per square inch.

Upon removing said valve and spring I saw that the valve had been inserted upside down. One side of the valve is plain with a round end. The other end of the valve is a triple flute. It is the triple fluted end which is the part that goes into the valve body. The other plain end fits into the spring. Of course I checked this in the workshop manual and it agreed with my (ageing) memory.

Putting the system back together correctly resulted in the cold oil pressure stabilising just about "spot on" to 60 PSI. It does make me wonder about the capabilities of the person who last had the relief valve apart.

Series 2 XJ6

After giving the brown Series 2 a good going over I decided to re-register it. It went through a "safety certificate" test ok and the chap doing it said it was the most rust free older XJ6 that he had seen for years.

However I felt that the brakes were not "perfect" even though we had had the master cylinder overhauled at Stainless Steel in Brendale and it had passed the safety certificate brake test. I decided to re-bleed the brakes. I found that the bleed nipple on the left front wheel was partly blocked and replaced it with a new nipple. Proper bleeding using the tube into a bottle system resulted in a small amount of air which had been hiding somewhere being expelled and the brakes were now perfectly "hard".

X300 happenings

The X300 had developed a problem in deciding while idling to just stopping the engine altogether. It had happened on a number of occasions and was

a problem in traffic. I had the same problem in an XJ40 which we tracked down to the oxygen sensor in the exhaust system.

The X300 actually has two oxygen sensors in the exhaust and I decided to replace them as the vehicle has over 200,000 Ks on the speedo and oxy sensors do wear out. That is when the fun started. It seemed none of the usual Jaguar suppliers in Australia had them in stock and enquiries to automotive trade houses such as Repco and Bursons were unsuccessful. I was seriously looking at having to get them from England at vast expense etc.

By sheer luck I chanced upon a company called **AUTOMOTIVE IGNITION AND ELECTRONICS** who are in Underwood south of Brisbane. I made a phone call there and yes they had one in stock and could send it immediately. I explained the need for two (query are you sure?) and assured them of the need for the second one. They advised the first one would arrive overnight (and it did) but it would be a week to 10 days for delivery of the second one. By the way they use Express post and don't charge for it. The sensors supplied are NTK brand which is part of the NGK spark plug manufacturer.

Finally I had both sensors and then the fun really began. A friend nearby offered the use of his hoist and we attacked the car one Friday afternoon at 1.30 pm. Now I am pretty used to Jaguars and some of the antics you have to get up to but this one had us just about bluffed. The major problem was freeing the wire loom where the leads from the sensor ran to the electric plugs. That took over 11/2 hours. Altogether we were nearly 3 hours on the job. My friend who is a retired mechanic reckoned the Poms really excelled themselves in poor engineering in the way the system was set up. The car now seems happy enough and is holding its idle in traffic etc.

Renewing my Drivers Licence

I noted that my driver's licence was coming up for renewal. The Department of Transport and Main Roads (TMR) was really pushing for people to renew their licences "on line". Well I went online however that is not the way for people like me who are over 75. Firstly you must visit a doctor who can issue a drivers licence medical certificate which is valid for one year. You then have to attend in person at a TMR office to have the paperwork processed.

My doctor of 35 years was happy to fill out the paperwork and I then proceeded to the Strathpine TMR office, took a number and settled in for a long

wait of typically a half hour or more with a book. Most of the rest of the waiting applicants amused themselves on social media with their mobile phones. To my surprise my number was called after 12 minutes and I escaped less than 20 minutes after entering the building.

The lady who served me at the counter said she had noticed a considerable drop in numbers of persons renewing their licences by attending the office and when I enquired if I needed another photo she advised no, not unless I wanted it changed.

However one thing has certainly changed and that is the cost of a licence. When I first got my licence 50 years ago it was basically free but there was a small driver's licence fee on the cost of annual registration of a motor vehicle. The licence was good for 10 years. However this renewal for a 5 year term cost \$176.75. It seems hard to justify these sorts of prices.

Monocoque lunch at Clifton

I was getting into between a rock and a hard place to get to the Clifton lunch. I had flight tests booked on the Tuesday and Thursday with the Wednesday lunch in between. The thought of 6 hours driving for the round trip from home was a bit daunting so Honor and I decided to fly in my Piper Cherokee. The round trip can be done in one and a half hours. Robin and Valerie Todd picked us up from the Clifton aerodrome and after lunch dropped us back which was greatly appreciated. The thing that sticks in my memory is the temperature for the day. On take-off the outside air temperature gauge showed 42C which is about 107F in the old scale. Reminded me of my flying days out of Cunnamulla in the 1960s

Looking for a MK1

My retired mechanic friend mentioned in the X300 saga is actively looking for a MK1 Jaguar. If you can throw any leads my way it would be greatly appreciated. Condition is not important and he definitely has the skills to restore a car. You can phone me on 07 3882 0903 or 0418 647 981

Until next issue – Safe Jaguaringring.



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JDCQ Mk2 Burblings February 2019 with Robin Todd

Christmas, New Year and Australia Day Celebrations are now well and truly over and we are rapidly settling back into the mundane routine of normal life while we wait with baited breath for the next major event of the year be it another Grandchild, Federal Election or, most, likely another JDCQ Classic Monocoque Register "Country Luncheon". All of which got me thinking about "Tradition". You know the word be it also called protocol, rules, standards all the things that the Fabians are so busy destroying and our free thinking idiots are busy, if unknowingly, assisting the Fabians by also tearing down everything we know and love, you know, like Family Values and other old fashioned ideas or mores that restrict "development of the human spirit" or whatever it is called today.

All of this was bought about by a decision way back in the middle of last year when we suggested to Bob and Kylie down at our local Inn that they do a Christmas Lunch. There seems to be very few places in our area that undertake such an adventure. Our suggestion did not come from any desire to create a new commercial venture for the Pub, but a purely selfish act on my part. You see, my Valerie has a very traditional view of Christmas and especially Christmas Day and the feasting this entails. Me, on the other hand I totally support the ham and eggs for breakfast but tend to become a little reluctant to support the fuss and bustle of the preparation of a roast meal with all the trimmings in the middle of a hot summers day followed by something similar that night and continuing the next day commencing with bacon, eggs, sausages and tomato for breakfast then getting even bigger and better as the day progresses. Maybe it is my Scottish ancestry that rebels at the burden that creates such a bend on my credit card or, and this is the one I prefer, I think it is nice to spend time with my wife rather than have her spend from 7am each morning to 9pm each night preparing, cooking, serving, cleaning up then starting again.

Anyway back to Christmas Day at the Inn. Bob & Kylie decided they would give it a try. They made the decision by about September and by the end of the month were totally booked out, without actually advertising the event by any other means than word of mouth. The rules were simple, the doors were not to open before 12 noon and had to be closed by 2.00pm, the bar wasn't open but you could have drinks at the table and the food price was standard no matter if you only had one egg or 5 visits to the buffet. We wandered down about 11.45am and were greeted by a family that we have known for probably 25 years or more but haven't seen for some 5 to 7 years.. John used to race a Cortina until his wife became very ill and while he was/is fairly outspoken we always got along very well. We had a wonderful time and a tradition was maintained without any trauma, and, in case you care, the credit card survived with hardly a bend.

What was all this about. Well, I got to thinking on those long hot summer days after Christmas. The temperatures were in excess of 40 degrees day after day after day in our little village and while the air conditioner worked wonderfully, the TV programmes left a lot to be desired. We did work our way diligently through our collection of videos [you see we can still watch Tapes as well as CDs].

Anyway I recalled some wise man [person] who said that "You

can't go forward until you know where you have been". Bearing that in mind it is important to know the history of things. Our Country, our Family, "Life, the Universe, and Everything" [with apologies to Douglas Adams and the Hitchhikers Guide to the Galaxy].

One of the things we thought was very important when we joined the JDCQ was that we had a history of the Club written by Peter Lehrke, a history of our late Patron written, I think, by Ian Richardson and we now have a history of our current Patron, Ron Gaudion by Les Hughes. These things, as with trophies, even those that are no longer presented, and other memorabilia are vitally important to guide the future of our Club.

John Surtees once said about historic racing "Nostalgia is a wonderful thing but I wouldn't like to live there" so we don't have to faithfully replicate these early days but in the efforts for "modernisation" we must remember as I said before where we came from and where we want to be..

We are "Jaguar" which in my mind means we like and appreciate all the aspects and therefore history of the Jaguar marque. Its design philosophy, designers, engineering, achievements, and foibles.

"Drivers" well I might leave that in the first instance to the remarks of a former office bearer, now life member, who questioned if we should change the name to "Polishers" instead of "Drivers". A quick look at the calendar shows that we now have an abundance of driving events. A positive step forward as we have developed.

A small change of topic now as I mention a trip out to Morgan Park yesterday to have a bit of a look see at some motor cars a maybe catch up with some fellow JDCQ members. Ex JDCQ President John T was busy doing what John T does - organising and running the event in his usual efficient manner. Ex JDCQ President Peter Walsh was being a Racing Car Driver in his Mini. Mark, son of Ex JDCQ President Peter Tett was there racing his Mini. Mark drives ships for a living. He tells me he has stepped further upwards from being a Ships Master and is now a Pilot [not of aeroplanes] but of big ships trying to enter or depart the port of Freemantle. Then a bit further up the road behind an E Type Lightweight was one of the biggest smiles I have seen in ages. I eventually realised that there was a BRG Cortina between the E type and the smile. Ex JDCQ President Graham Hine was the man with the smile. He had just had a drive in his new toy and was what you could call happy, excited, pleased. He seemed a bit taller than usual but when I got up to the Cortina it was fairly obvious that he was on a bit of a high. His feet were still about 12 inches off the floor. Graham has sold his 420 to someone south of the border and bought the Cortina to play motor racing. The Cortina is small, light, fast, responsive with great brakes and a great colour but doesn't have power steering like the 420. Just as a matter of interest I think it is necessary, nay, vitally important, that some form of excise be applied to any sale of our Jaguars to a foreign State We went up the top to watch Graham under the bridge which can be a bit tricky. I suggested that the best technique at that part of the circuit is to corner with about half a turn of opposite lock. Luckily he ignored me but on one lap while chasing another Cortina he did get a couple of wheels on the ripple strip otherwise the car

looked fast, responsive with great brakes and tremendous fun to drive.

Bronwyn also seemed to be pleased, excited, and dare I say it, a little bit proud to see her man driving so fast with so much skill.

JDCQ Classic Monocoque Register

Calendar for 2019

Meet at the venue at 11.30am for 12 Noon

Wednesday the 13th March 2019

- Warwick Golf Club

Wednesday the 10th April 2019

- Railway Hotel, Allora

Wednesday the 8th May 2019

- Yangan Hotel, Yangan

Wednesday the 12th June 2019

- Flavours Café, Boonah ***

Wednesday the 10th July 2019

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

Thursday the 15th August 2019

- Royal Hotel, Leyburn ****

Wednesday the 11th September 2019

- Jacqui's Cafe, Warwick.

Wednesday the 9h October 2019

- Rudd's Pub, Nobby

Wednesday the 13th November 2019

- Christmas Party
Bestbrook Resort, Maryvale

*** May be also an overnight Tuesday the 11th -
Wednesday the 12th

*** Note change of Day from Wednesday to
Thursday for a very important reason

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

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

See you at a JDCQ Monocoque Register Luncheon soon
Robin Todd
Phone 07-4664-8509



Celebrating 25 years. **Silver anniversary for The Mackay** **Whitsunday register**

In March 1994 the then president Peter Walsh and Vice President/Treasurer John Tupicoff arrived in Mackay after travelling north to help establish regional registers of the Jaguar Drivers Club of Queensland. Earlier in January 1994, Ollie Olsen invited like minded Jaguar car drivers to his home for a meal and discussion on how we could get together and assist each other with a shared interest. This insight formed the foundation for new friendships and helped in establishing our register and 25 years later these friendships are still going strong. The very first meeting held at Blue Pacific Village (as it was then known) was well attended with 33 in attendance. This was on the 12th March 1994; some were already member, others joined on the night and more joined in the coming months. Office members were elected, Chairman: Barry Cooper, Secretary: Lyn Wolzak, Treasurer: Sean Davie and committee positions: Ron Polly and Ivan Warden.

The paperwork to establish a register of members to be known as the Mackay and Whitsunday register was signed and the first meeting of the newly formed committee was on the 17th March at Ron's shed to discuss our first outing and setup of accounts and post box.

The first event was to Kinchant Dam for a BYO, BBQ on the 24th April 1994, this was also well attended with 33 attending. The register tried to meet every 2nd month. During 1994 events included, day run for lunch to Cape Hillsborough, a weekend away to Club Crocodile Resort at Airlie Beach, (this brings a smile and great memories, those who attended know what I mean) lunch at Laguna Quays on the trip home and a weekend at Horseshoe Bay in Bowen. Numerous venues for lunches included Kohuna Resort and Seabreeze Tavern and Barry and Joy's home for a Christmas celebration. That first year was a lot of fun and yes we also worked on some cars together. During the following years many trips were enjoyed including a trip to Longreach, Tieri, Airlie Beach and many more. Another story for later.

I think the club established what it was set up to do, join people with a common interest to share information, help find solution to mechanical issues' and enjoy each other company (we certainly have done this).

Back to the reason for this article.

An invitation to join us again at Kinchant Waters Resort on Friday 15th March and Saturday 16th March. Accommodation available: Cabins, Powered and unpowered sites and camping.

Please contact the Resort direct to book. Phone 0749541453 A/H 0407770917.

A Saturday lunch BBQ will be on the cards for those not wishing to stay.

Looking forward to catching up.

It's a chance for the Grey Nomads to use their camper.

For more information please contact me:

Lyn Wolzak on 0417074674.



JDCQ Gold Coast Register

Gold Coast Register Trip to Arundel Tavern photos by Robin Kup-Ferroth



A wet morning tea on the Coomera River



David, Kurt, Ingrid, Helen & Bryan



Lorraine



Di & Ruth



Joan, Chris & Ruth



Vale John Hornabrook

With sadness we advise that past club member John Hornabrook passed away on 29th January. John was a member of the JDCQ Gold Coast for five years and active in the club, organising events and serving as Chairman of the Gold Coast Register for two of those years. While serving as Chairman he produced a detailed account of activities each month in the club magazine and also organised the Chairman's Weekend Away, one notable event being a night of Murder, Mystery and Mayhem play acting at the Woodlands Resort in Marburg.

He was also a long-term member of the MG Car Club.

JDCQ Gold Coast Register

Gold Coast Register Breakfast Run to Mt.Tamborine photos by Robin Kup-Ferroth



Lloyd, Roy & Daughter



Di, Karen & Dale



Jane & Gary



Helen, Bryan & Steve



Tom, Ingrid, Irene & Kurt



Mae, Dennis, John & Kitty

THE JDCQ WELCOMES OUR NEW MEMBERS

Richard & Pat Gill

Darling Downs Register

Steve Westerman (Devo) & Lisa Reid

Capricornia Register

Allen Hough

Brisbane Register

Nigel & Beverley Sutherland

Sunshine Coast Register

Graham Lees & Jill Healey

Sunshine Coast Register

Russell & Doreen (Reen) Ostwald

Capricornia Register

John & Catherine Smykowsky

Gold Coast Register

Garry & Jennifer Cant

Sunshine Coast Register

Colin Watson

Brisbane Register

Raymond Hick

Gold Coast Register

Committee Members needed



Our club has vacant positions on the committee that need to be filled by willing and enthusiastic members. Come and join our team and help take our club through another successful year. Meetings are once a month but can be joined via Zoom over the internet, so no need to leave home if you live further out. Become a committee member and enjoy the rewarding feeling of playing a proactive part in your club's future. Positions available are, Secretary, Membership Officer, Facebook Coordinator, and Sporting Coordinator. We also require Model Register Secretaries for, Grand Tourer and the Crossover Registers, the Model Register Secretary positions are non Committee positions. If you feel you could be prepared to 'give it a go' contact our President Jim Reid, or Vice President Perry Rolton to discuss the possibilities

Member Profile: Frank & Marie Smallcombe

Written by Lorraine Givney
Photos from the Smallcombe private collection

In 1983, when Gladstone residents, Frank and Marie Smallcombe, decided to join JDCQ it was the Brisbane Register, 500kms south, that welcomed them. Six years later, when the Sugar Coast Register opened at Bundaberg, Marie and Frank were able to move their membership closer to home. Capricornia Register held its first meeting in 1992 so the past twenty seven years of Frank's and Marie's memberships has been local. Marie still has the agenda of the inaugural Capricornia Register meeting.

When asked, "Why Jaguars?", Marie replied, "well, I have a pommy husband". The couple clearly appreciate the Jaguar Marque. The car that inspired them to join JDCQ was an Arctic White, 1970, XJ6 Series 1 which they drove for twelve years. In 1995 Frank and Marie switched to a Sapphire Blue 1982 Model XJ6 Series 3 then in 2003, Frank located a black, supercharged XJR with Oatmeal interior, in Orange, NSW. This model is the last of the straight 6 engines and, as well as day to day driving, has been used to tow their caravan when travelling to Queensland destinations such as Carnarvon Gorge, Miles and Chinchilla. Frank has always serviced and repaired his Jaguars and enjoys being part of the wealth of technical knowledge that is the JDCQ brain trust.

Whilst Marie and Frank clearly enjoy Jaguar cars, their membership has also been strongly focused on participating in the social side of JDCQ life. At the Capricornia Register 2013 AGM, the Social Secretary position was created. The couple have served capably and enthusiastically in this role since that day. Marie has been instrumental in enriching the Capricornia Register experience by maintaining bonds formed with Wide Bay Burnett Register during their Sugar Coast membership years. This bond along with Frank's and Marie's social natures has rippled out to many members of both registers who now enjoy getting together with their Jaguars for a couple of weekends most years.



1970 XJ6 Series 1 & 1982 XJ6 Series 3



Frank & Marie Smallcombe

CAPRICORNIA REGISTER REPRESENTING THE ROCKHAMPTON REGION

We are proud to announce the formation of the
CAPRICORNIA REGISTER
of the Jaguar Drivers Club of Qld.
This was done Sunday 11th October 1992 at
Curtis Park Rockhampton, the following were
duly elected as office bearers...

CHAIRMAN JEFF LEISHMAN.
SECRETARY MAX PARNELL.
TREASURER RUTH NOTHCOTT.
Committee..Sid O'Toole
D. Conner
N. Conner

Their first event will be a run to EMU PARK
Sunday 6th December meet at Curtis Park
beside the MOBIL service station 10.00am
visitors most welcome.

THE REGISTER MAY BE CONTACTED 079 332338 MAX
*****CONGRATULATIONS*****

JAGUAR DRIVERS' CLUB OF QUEENSLAND LTD.



FORMATION OF REGISTER ROCKHAMPTON

LOCATION: Curtis Park Rockhampton DATE: 11 October 1992

MEETING OPENED BY: Graham Hein

APOLOGIES: Jean Bosch, Pat Merritt

INTRODUCTION: G Hein introduced himself & J Tupinoff. Continued & explained details of Club & the reason for register & requirements of register. J Tupinoff read out conditions for regional registers (copy attached). J Leishman asked if there could be meetings with other registers? G Hein answered yes, this is encouraged.

ELECTION OF OFFICE BEARER FOR
THE JAGUAR DRIVERS CLUB OF QLD ROCKHAMPTON REGISTER

REGISTER CONDUCTED BY G. HEIN

Page 01

Inaugural Capricornia Register Meeting



Frank & Marie's current Jaguar

JDCQ Capicornia Register

Palms, Pines and Purring Jaguars

Written by Lorraine Givney

Photos by Lorraine Givney.

Weather can make or break a JDCQ run. Tropical Cyclone Debbie (2017) broke the original January plan to drive up to the Mount Archer lookout. Slope stabilisation and remedial works on Pilbeam Drive will have to be completed before that once again becomes an option. However, the weather on 27 January proved to be perfect for Plan B; enjoying the glorious Capricorn Coast.

Members gathered for morning tea at Merv Anderson Park at Ross Creek, Yeppoon. From the picnic shelter, we enjoyed expansive views of the Pacific Ocean from where much-welcomed salty cooling breezes blew, Ross Creek flowing into Fisherman's Bay, a magnificent spreading fig tree and lush hibiscus hedges bearing tropical red flowers.

Reinstated (original membership was in 1976) members, John and Gail Newton, were welcomed and John's recently finished project was the object of tremendous interest. John imported the 1955 XK140 SE from America in 2016. He "stripped it down to the last nut and bolt" before commencing the chassis-up restoration. The result of his meticulous labours is a superb nod to the legendary past of the Jaguar marque when winning at Le Mons from 1951-3 had propelled technological advancement and further established the Jaguar as a car of grace, space and pace.

Another car that sparked much conversation was Trevor Andersen's 1963 Daimler SP 250 (Dart). Trevor said there were only 2655 of this model built over 5 years of production. It boasts a much admired 2.5 litre V8 engine and, due to some modifications by Trevor, is now a 5 speed manual. It was a great treat for members to see this beautifully restored and relatively rare Daimler with only about 1600 of them known to exist today. With such a variety of models assembled, the register must have been an intriguing sight as we travelled south along the appropriately named Scenic Highway towards our lunch destination. It was a spectacular drive whilst admiring the series of white sandy bays studded with tropical palm trees and punctuated by prominent headlands, then over a causeway and into Emu Park where we enjoyed a leisurely lunch at the Pine Beach Hotel overlooking the choppy cyan-coloured Coral Sea.

Before leaving for home, a few members paid a visit to the recently completed foreshore ANZAC Memorial where Frank Smallcombe's XJR became a prop to his Houdini-like performance that he might tell you about if you dare to ask.



The Boys Weekend at Bathurst

written & photos by Tony Herald

Earlier this year I had a chat with Rod Greasley who was organising his annual pilgrimage to the Bathurst 12 Hour endurance race.

Rod had accommodation reserved, in Orange, and seats available in his F Pace for the trip down and back. It all sounded like a great adventure, so I joined fellow JDCQ members, Rod, Tony Brett and Dave Spence in what was definitely a weekend to remember.

Unlike the Bathurst 1000, which is for V8 supercars with a superficial resemblance to the "manufacturer", cars competing in the 12 hour are real GT3 versions of a variety of manufacturers and, provided you have the necessary considerable resources, you can buy one to race or simply enjoy. So apart from the thrill of racing there is the added benefit if being able to identify with the cars on the track.

The weekend commences on the Thursday with most of the day taken up with various practice sessions and qualifying for the support races. We decided that would be a travel day so after meeting at Rod and Sue's Scarborough home we packed the F Pace and set off, on schedule at 4.00am, still dark! The trip down was interesting and, thankfully, uneventful, with each of us having a good stint behind the wheel and good rest stops for each driver change. It was good to see some of the towns along the Newell Highway, like Narrabri where I spent a memorable 5 days fighting a large forest fire as part of a Queensland task force about 10 years ago. It doesn't seem to have changed much. On our arrival in Orange, at around 6pm we found our rooms, unpacked and settled down with a bottle of red to make the momentous decision of where to have dinner that night.

Friday morning, we headed to Bathurst, a brief 45-minute drive from Orange. Friday's track activities consisted of a number of races in the support



The Mountain Bathurst

categories and 4 practice sessions for the 12 hour competitors. The 12 hour competitors were spread across 4 categories: A the really serious GT3 class, B three Porsche GT3 Cup competitors, C a variety of specialist small maker cars, and I a number of invited cars including two very loud Marc 1 Mustangs. There were 10 manufacturers represented in the hotly contested A class.

After checking out the various trade stalls and food venues we settled into our grandstand seats, directly opposite the pits. Without exception the cars on the track looked and sounded awesome. The grandstand seats literally shook as some thundered by particularly the Mustangs, Bentleys and AMG Mercedes. The racing in the support categories was

certainly exciting too with a certain number 7 red Corvette leaving a lasting impression in the Group S category in the way he dominated the race (both days) and shook the grandstand with his thunder on each lap.

After a full and interesting day it was back to Orange to make more momentous decisions over a glass or two of good red.

Saturday was a little more serious. Whilst the support categories fought out their



Following the safety car through Forest Elbow

final races during the day there were more practice sessions for the 12 Hour competitors followed by two qualifying sessions and finally, at the end of the day, the traditional top 10 shootout. After a little bit of race watching Dave and I went for a walk in the pit areas. One of the excellent parts of this event is that access to the pit areas is allowed and unhindered. The 12 Hour competitor pits are all located along pit straight under the huge Bathurst race complex. You are free

The Fabulous Mt. Panorama Racing Building



to wander along the rear of these pits and peer into them to check out how they are setup and if lucky have a chat to pit crews or drivers who happen to be close by. Very different to the Bathurst 1000 philosophy where there is no access for the public. The support category pits are several long rows of tents a little up the hill. We wandered along all of these, chatting to the drivers and their crews who were all more than happy to discuss their car and their results so far. Very much like GEAR. On return to our grandstand seats the additional attendance was noticeable as more seats were filled. An exciting afternoons racing and qualifying kept us well and truly entertained culminating in a very exciting top 10 shootout with teams 999 and 77, both AMG Mercedes first and second followed by the team 107 Bentley Continental in third place less than 0.2 seconds behind first.

Yet another interesting day, further excuse for more momentous decision making, ably supported by another couple of glasses of good red.

Sunday, race day, was an early start with racing due to start at 5.45am. So, a very early departure from Orange saw us at the track around 5.30 and into our grandstand seats ready for the start. The start is a rolling start which means competitors take their positions on the grid then, when all are assembled, they all head around the mountain on a warm up lap, keeping in their grid positions, and when they come back to the start position they are given the green flag to race. This creates an exhilarating full-on rolling thunder as the whole field of 38 cars rips past the grandstand under full acceleration. Fortunately, there were no incidents and the race settled down to a relatively incident free all-day parade of these awesomely quick and loud combatants. After a couple of hours in the grandstand, Dave and I caught the shuttle bus to the top of the mountain. There we could spend time at each of the famous corners from

McPhillamy Park through to Forest Elbow (apparently called Bentley Elbow for this race!). Great photo opportunities and interesting to see the continuous line of shade shelters lining the whole of this section of the track. After a couple of quite strenuous hours in what was a pretty hot day, we caught the bus back to the Pit Café for lunch then resumed our grandstand seating for the rest of the afternoon.

Whilst the racing was full on all day the last hour brought with it a real sense of urgency. It became increasingly evident that strategies, at this point, were as important as track speed. More fuel, fresh tyres or not, driver change all came into the equation with each having a benefit but also a time cost to deploy when the leading cars were so very close. Our grandstand position gave us a good view of Ferrari, Bentley, team 888 AMG and team 999 AMG pits. It was fascinating watching what the pit crews actually did and determining what strategies they were gambling on.



A small part of the Audi Sports Pit

The final half hour was an absolute edge of the seat nail biter. There was much desperation and aggression as the teams realised that their opportunity for a podium, or simple a better place, was running out and it had to be taken now or not at all. The number 62 Aston Martin Vantage GT3 was, somewhat surprisingly, leading the race with a comfortable margin at this stage. In second was number 42 BMW M6 GT3. However, that was not to last. Matt Campbell, in the number 912 Porsche GT3-R was on a charge to improve his position. After a very close tussle with the BMW he literally muscled his way past, sending the BMW off the track (subject to a review by race officials but no sanction applied) and set off after the Aston Martin. Over several laps he whittled away the Aston's lead until he was right on his tail. It didn't take much longer for the Porsche to pull off a very smart overtaking manoeuvre and get past the Aston Martin. From then the Porsche opened up a commanding lead and took the chequered flag, followed by the Aston Martin in a well earned second place. Of course, there was much more going on at this time elsewhere on the track. A battle for third place had begun and was on in earnest between third placed 999 AMG and fourth placed 888 AMG. The desperate efforts by 888's Shane van Gisbergen to achieve a podium finish lasted through to flag fall and the two AMG's crossed the line with 888 half way along 999, not quite enough!

It was an exciting and fitting end to a great race, thankfully rarely interrupted by safety cars, but one where all teams and all drivers gave their all.

Of course, that was a really good excuse for some celebrations over a couple of glasses of good red as we made plans, over dinner, for the trip back home next day. Like the trip down, the trip back was uneventful with each of us having a turn at the wheel, getting us back around 5pm. The F Pace proved a superb vehicle for such a trip. It handled all of our gear with ease, drove, rode and performed without fault and provided excellent comfort for all of us the whole way. It was economical too, averaging about 7 litres per 100kms. Many thanks to Rod for organising the weekend and providing such a lovely vehicle for our travels. A weekend we will all remember.

Tony Herald



999 AMG Mercedes GT3



888 AMG Mercedes GT3



**Dave Spence & Tony Brett
inspect the XJ220 Jaguar
that is on display**

CLUB GRILLE BADGES ARE HERE

The badge measures 88mm (H) x 82mm (W), (same size as the club window sticker)
and will be available gold plated with green/black or maroon/black epoxy finish.



**Price will be \$33 each
(inc GST)**

plus postage if required.

**Membership Officer
will be
taking orders soon!**

**Contact
Helen Rolton
0421459851**

CLASSIFIED ADVERT

To advertise, please contact Paul Lucas - Mobile 0481 490 334 Email info@jagqld.org.au

Please do not send adverts to the editor

Members - Free

Non-Members \$30 00 for 2 issues



1990 Jaguar XJS V12 Coupe

Registered until December 2019 with full registration 02 PWD (plate will be changed) With RWC.

Vin No. SAJJNEW3BR173092 Engine No. 85768165C

Document from Jaguar Coventry, Authenticating; the build date 19 April 1990 to Japanese specification in Talisman Silver paint colour with Isis Blue Interior trim. Further Document : Australian import approval No 59413/35

Probably one of the best examples of this totally original vehicle around.

Bought back from Japan by its first Australian owner as a club car in 2005 it was reluctantly sold on to me (due to his declining health) with 83,166 K,s on the clock. I have also mostly used it as a club car and it now has 96,200 K,s recorded.

Both owners have had it meticulously maintained by Heads Motors of Ashmore, Enviro Air Ashmore & Russells Automatics Ashmore. Only requiring maintenance work to be carried out, Eg. Regular servicing, replacement of Fuel lines, and recently a major overhaul of the Bakes.

Only flaws, a small amount of wear on the drivers seat where it is brushed on entry & two small cracks on the interior woodwork.

This Jaguar was the replacement to follow the E Type Jaguar, and while greeted with disappointment on its release has now become a very collectable and liked Jaguar and is appreciating quickly in price for a quality one.

This vehicle is an exciting pleasure to drive and I am reluctantly offering it for sale as I am aging (they tell me) and need to relinquish some of my toys ready for a downsize in accommodation.

Price: \$35,000

Contact: Peter Davidson

Mob: 0411 483 229 (will call back if not answered)

Email: davidsonp811@gmail.com

Location: Paradise Point, Gold Coast

Further Photos & history available.



1964 Daimler V8 250

114,633 miles. Engine fully rebuilt 94,120 miles certified.

Provenance Folder available incl. Invoices, Production records ex Daimler Heritage Trust.

Club class winner several years.

New beige leather upholstery.

Buffed engine parts.

Several accessories incl. Car Bra, Dust Cover with logo,

Work shop/ Spare Parts Manual.

Club Merchandise.

Price: \$35,000

Contact: Geoffrey Ellison

Mob: 0413 201 620

Location: South Coast (Nowra) NSW



2004 Jaguar X-Type

Serviced regularly has had a paint and interior protection.

Bodywork and interior in great condition.

I use the car everyday and runs great will come with roadworthy and is registered till mid June.

Price: Offers over \$5000

Contact: Mark Robinson

Mob: 0400 606 141

Email: mark.lorraine206@gmail.com

Location: Calamvale



1967 Jaguar S-Type

Hi looking at selling my S-Type 1967 this is unfinished project that just needs someone with mechanical knowledge to finish this beautiful car.

The car was send to Prestige at Geebung where they have rebuilt they rear axle complete, this is a recon engine and gear box but there is so much work been done that it is hard to go through it all and would rather explain it to any interested party.

I have spent over \$20,000 dollars on this vehicle with receipts to prove this.

Price: \$12,000 Plus

Mob: 0400 606 141

Email: mark.lorraine206@gmail.com

Contact: Mark Robinson

Location: Calamvale



1967 Jaguar S-Type 3.8

This car has been owned by the present owner for several years. It is sky blue metallic and was repainted several years ago. The paint work is requiring attention as there may be corrosion underneath.

Bumpers and grille are in good condition as are the tyres which have little mileage.

The upholstery is original and not torn but is worn. Fawn in colour. The woodwork is complete and requires attention. The boot rubbers require replacement.

It has a new clutch master cylinder, recored radiator, replacement petrol tanks and numerous other mechanical improvements including electric radiator fan. The brakes are good.

There are receipts for over \$4000 spent by the present owner.

The engine runs well with slight tappet noise typical of model and ran smoke free.

URGENT SALE - The owner is leaving the country in 10 days, 25th January, and the car must be sold.

Price \$9,500 ONO

Contact: Pam Worthington

Tel: 07 5439 9261 Mob: 0452 391 941

Email: pamworthington@hotmail.co.uk

Location: Landsborough



1992? Daimler Sovereign 4L

Imported to Australia compliance plate 25/04/2011 132291km.

Automatic Trans.

Gunmetal colour with Jaguar alloy wheels. Upholstery is good for age.

Seats all good

Dash wood veneer cracked in some places. Is fitted with sunroof

Car has been repainted or touched up at some time, looks OK.

There is an unlocking problem with the Right rear door. Probably the electric solenoid

There is a broken tail light in the bumper. Tyres excellent low mileage.

The engine starts and runs well. Power steering may require fluid and the A C was not getting cold during the time we ran it.

Registered 122 WXB. Currently insured also. car

URGENT SALE - The owner is leaving the country in 10 days, 25th January, and the car must be sold.

Price \$4,000

Tel: 07 5439 9261

Email: pamworthington@hotmail.co.uk

Location: Landsborough

Contact: Pam Worthington

Mob: 0452 391 941



1964 Mk II Daimler 2.5 V8

Interior and exterior in good condition - no rust. Family car for the last 33 years - regularly serviced.

No power steering. Registered until April 2019. **Price \$30,000** (includes spare parts)

Colour Warwick Grey

Contact George Phone: (07) 3366 4389 Location: Ashgrove



1962 Jaguar MK2 3.8 Ltr Manual

Multiple award winning car, including Best Presented Car at 2018 Jag National Rally
Over \$80K spent in 2014

Manual full syncro box, elec overdrive, rack & pinion power steering big brakes, ducted air con, chrome wire wheels 3 row spokes, new spinners, coombes spats, Moto Lita s/wheel, XJS r v mirrors.

Bright white, red leather

Selling due to health problems, (can not drive manual)

Price: \$80,000 firm

Would consider a good XJC Auto as trade

Contact: Peter

Mob: 0415 898 011 (no text please)

Location: Sunshine Coast

2002 Jaguar X-Type

Selling our much-loved Jag. Bought it for my wife in 2013 and have spent a considerable sum to get it to a wonderful condition for her only to find out she thinks it too big and too nice to use as a daily driver (too afraid to drive it) and so bought her a smaller car. We now have too many cars and this one is hardly ever used. I replaced the engine

in 2016 with one from 2008 and only done 10,000 km at the time so this car has only done 26,119 genuine kms. and she now drives like a brand new car. Odometer reads 149,872 and I have receipt of engine exchange. This car has leather everything and meticulously cared-for as the pics show and service history is excellent. All carpets are original. She has a very economical 2.1 litre V6 petrol engine and we have only used super unleaded since we owned her. She comes with all books and instructions. The original stereo has been replaced with a more modern Kenwood complete with Bluetooth (to be able to answer your mobile through the stereo), remote control and the original beautiful jaguar speaker system has been kept. A lot of time and effort has gone into keeping this car in top condition and her oil and filter has been regularly changed every 5,000 kms. She has a couple of very small nicks on her exterior but throughout a very beautiful, smooth, classy machine which is a total joy to drive. She comes with registration until March 2019 and a RWC and has just been fully inspected by qualified service.



Price: \$6450.00

Mob: 0407 697 539

Contact: Matt Perez

Location: Hervey Bay

CLASSIFIED ADVERT - Parts for Sale



XJ6 Series 1 Metric Speedometer This speedometer was purchased second hand in Europe in the 1990s but has never been fitted to a car since then. Odometers were zeroed then checked over and tested, currently shows 3km. I'm looking for about \$250 but I'm open to offers.

Contact: Ken Wasley Mobile: 0408 753 421 Price: \$250 Location: Chapel Hill



XJR Number Plates for Sale

Plates in immaculate condition. One slimline, the other is standard.

The suggested value for these is \$1500. I am open to offers.

Contact: Charlie Provis

Email: charlieprovis@gmail.com

Mob: 0419 011 399

Location: Narangba



S1 E-Type Fibreglass Bonnet

This is an American bonnet, and was fitted new to a S1.5 1967/68 E-Type which was never driven on road or track during the time the bonnet was fitted. It has never been painted, and is still intact. It may suit either a S1 or S 1.5 E-Type. I understand that the detail and finish are somewhat better than some others. The Louvre panels are aluminium and are fitted neatly. The bonnet is in Brisbane.

Contact: Ross Mob: 0488 111 468 Email: rossjen.lockwood@gmail.com

Jaguar Books for Sale

\$15.00 -Classics in Colour. Jaguar XJ- Series by Martin Buckley and James Mann. Colour, Data And Detail On Saloon, coupe.

\$20.00 -Jaguar Classic Marques by Paul Skilleter. Hard back.

\$25.00-jaguar An Illustrated History By John Collins. Hard back.

\$30.00 Jaguar By Phillip Porter

Forward by Sir John Egan. Hard back.

\$45.00 Jaguar Series 111 Service Manual Book 1 by Jaguar Cars

Contact: Len Stanway Email: len.stanway@yahoo.com.au

Location: Sandstone Point

MK2 Steel Wheel Set

Complete set (4) of MK2 steel wheels, hubs, chrome trim rings and chrome hub caps + additional wheel with spare tyre.

Price: \$250.00 Contact: Stu Gross Mobile: 0498 203 227

Email: stu12dozen@gmail.com

Location: Upper Caboolture



E-Type S2 Headlight Crowns

One new and one S/H pair of EType S2 headlight crowns for sale.

Price: New \$370, S/H \$100

Contact: Jim Reid

Mob: 0418 880 865 Location: Shailer Park

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PO Box 3513, South Brisbane, Qld 4101

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Social Secretary:	Bob McLean	0428 781 901	the_mcleans2003@yahoo.com.au

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Chassis Cars

Lloyd Andersen 3294 8960



SS, MkIV, MkV



XK120, XK140, XK150



C-type, D-type



MkVII, MkVIII, MkIX

Classic Monocoque

Bill McMonagle 3882 0903

Robin Todd 4664 8509 randvtodd@bigpond.com



Mk1, MkII, 240, 340, Daimler V8



S-type



420 Compact



Mk10, 420G, DS420

E type & F type

eandftyperegister@gmail.com

Tony Nelson 3395 1302

Clive Arnold Ph: 0403 054 846.



E-Type



F-Type

Classic XJ

Alan Buller 0432 088 167 abuller5@hotmail.com



XJ6, XJ12, Series 1, 2, 3



XJ6C, XJ12C

Grand Tourer



XJS



XK8, XKR, X100, X150

Sporting/Modified



Modern Luxury Saloons

Charlie Provis 3886 7074

0419 011 399

charlieprovis@gmail.com



XJ40



X300, X308, XJR



X350



XJ 351

Modern Compacts

Terry Whitehouse 0409 072 500



S-type



X-type



XF



XE

Crossover Register



E-pace



I-pace



E-pace

Membership Application Form

TAX INVOICE

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

ABN: 31 195 910 938

PO. Box 3513, South Brisbane, Queensland, 4101



TitleSurname		Title..... Surname	
First Name		First Name	
Preferred Name		Preferred Name	
(Badge Name)		(Badge Name)	
Postal Address			
Home Tel: (0) Mobile			
Work Tel:(0) E Mail:			

Details of Jaguars Owned

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

For more Jaguar details, photo copy and use reverse side

Full Year Membership (1st July 2018 – 30th June 2019)

Option A \$95+ \$50 Joining Fee = \$145 (includes GST) - Option A includes Qld Jaguar Driver

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

Half Year Membership (1st December 2018 – 30th June 2019)

Option A \$50 + \$50 Joining Fee = \$100 (includes GST)

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

Option Chosen: **please indicate your choice**

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

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

Signature**Date.....**

Membership covers a Member and all nominated Family Members.

Club Year Starts 1st July Annual fees are payable in advance and due 1st July.

Payment may be made by direct deposit or cheque

PLEASE PUT YOUR NAME AS REFERENCE.

JDCQ BSB: 484799 ACCOUNT NO: 02 456 7129

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

CLASSIFIED ADVERT - Parts for Sale



XJR Number Plates for Sale

Plates in immaculate condition. One slimline, the other is standard. The suggested value for these is \$1500. I am open to offers.

Contact: Charlie Provis

Email: charlieprovis@gmail.com

Mob: 0419 011 399

Location: Narangba



S1 E-Type Fibreglass Bonnet

This is an American bonnet, and was fitted new to a S1.5 1967/68 E-Type which was never driven on road or track during the time the bonnet was fitted. It has never been painted, and is still intact. It may suit either a S1 or S 1.5 E-Type. I understand that the detail and finish are somewhat better than some others. The Louvre panels are aluminium and are fitted neatly. The bonnet is in Brisbane.

Contact: Ross **Mob:** 0488 111 468 **Email:** rossjen.lockwood@gmail.com

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\$25.00-jaguar An Illustrated History By John Collins. Hard back.
\$30.00 Jaguar By Phillip Porter Forward by Sir John Egan. Hard back.
\$45.00 Jaguar Series 111 Service Manual Book 1 by Jaguar Cars

Contact: Len Stanway **Email:** len.stanway@yahoo.com.au

Location: Sandstone Point

MK2 Steel Wheel Set

Complete set (4) of MK2 steel wheels, hubs, chrome trim rings and chrome hub caps + additional wheel with spare tyre.

Price: \$250.00 **Contact:** Stu Gross

Mobile: 0498 203 227

Email: stu12dozen@gmail.com

Location: Upper Caboolture



E-Type S2 Headlight Crowns

One new and one S/H pair of EType S2 headlight crowns for sale.

Price: New \$370, S/H \$100

Contact: Jim Reid

Mob: 0418 880 865 **Location:** Shailer Park



1 chrome curly hub wheel suitable for spare, has a repaired edge, best offer 15" hub, good splines, tyre is an old Aurora steel radial. Would suit a Mk 2.

Price: Best offer

Mob: 0412 251 498

Contact: Bill Kennedy

Location: Sunnybank Hills



4 straight hub black powder coated wheels fitted with Riken V rated tyres rarely used. Tyre size is 20570R15.

These wheels are off

my series 2 E Type but will fit Mk2's, S types etc

Price: Best offer

Mob: 0412 251 498

Contact: Bill Kennedy

Location: Sunnybank Hills



6cyl. 420G motor (no carbies) and auto box free to good home.

Price: Free

Contact: Gavin Baxter

Mob: 0490 546 946

Location: Aspley



XJR (X300 series) Steering Rack

Will fit all X300 models (only difference is quicker ratio) Good clean condition – cheap at \$180 – pickup Sunshine Coast

Price: \$180

Email: herbert.casino@gmail.com

Contact: John Herbert

Location: Sunshine Coast

Parts from a Series II XJ12

Contact: Bob

Email: wenbob@hotmail.com

(not engine) going cheap as chips.

Mob: 0428 270 409

Location: Tewantin

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PO Box 3513, South Brisbane, Qld 4101

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Face - book co-ordinator				

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GEAR Representative	Alan Hannah	3209 6517	gear@jagqld.org.au
ACJC Delegate	Jim Reid	3388 1229 0418 880 865	acjc@jagqld.org.au
QMSC Representation			

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Committee Members	Gwen Howlett, Ray Howlett, Arthur Kontalis, Jane Mikkelsen			

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Social Secretary:	Bob McLean	0428 781 901	the_mcleans2003@yahoo.com.au

MODEL REGISTERS QUEENSLAND

Chassis Cars

Lloyd Andersen 3294 8960



SS, MkIV, MkV



XK120, XK140, XK150



C-type, D-type



MkVII, MkVIII, MkIX

Classic Monocoque

Bill McMonagle 3882 0903

Robin Todd 4664 8509 randvtodd@bigpond.com



Mk1, MkII, 240, 340, Daimler V8



S-type



420 Compact



Mk10, 420G, DS420

E type & F type

eandftyperegister@gmail.com

Tony Nelson 3395 1302

Clive Arnold Ph: 0403 054 846.



EType



F Type

Classic XJ Alan Buller 0432 088 167 abuller5@hotmail.com



XJ6, XJ12, Series 1, 2, 3



XJ6C, XJ12C

Grand Tourer



XJS



XK8, XKR, X100, X150

Sporting/Modified



Modern Luxury Saloons

Charlie Provis 3886 7074

0419 011 399

charlieprovis@gmail.com



XJ40



X300, X308, XJR



X350



XJ 351

Modern Compacts



S-type



X-type



XF



XE

Crossover Register



E-pace



I-pace



E-pace

Membership Application Form

TAX INVOICE

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

ABN: 31 195 910 938

PO. Box 3513, South Brisbane, Queensland, 4101



Title	Surname	Title.....	Surname
First Name	First Name	First Name	First Name
Preferred Name	Preferred Name	Preferred Name	Preferred Name
(Badge Name)	(Badge Name)	(Badge Name)	(Badge Name)
Postal Address	Postal Address	Postal Address	Postal Address
Home Tel: (0)	Home Tel: (0)	Mobile	Mobile
Work Tel:(0)	Work Tel:(0)	E Mail:	E Mail:

Details of Jaguars Owned

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

For more Jaguar details, photo copy and use reverse side

Full Year Membership (1st July 2018 – 30th June 2019)

Option A \$95+ \$50 Joining Fee = \$145 (includes GST) - Option A includes Qld Jaguar Driver

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

Half Year Membership (1st December 2018 – 30th June 2019)

Option A \$50 + \$50 Joining Fee = \$100 (includes GST)

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

Option Chosen: **please indicate your choice**

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

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

Signature **Date.....**

Membership covers a Member and all nominated Family Members.

Club Year Starts 1st July Annual fees are payable in advance and due 1st July.

Payment may be made by direct deposit or cheque

PLEASE PUT YOUR NAME AS REFERENCE.

JDCQ BSB: 484799 ACCOUNT NO: 02 456 7129

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



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