

Queensland

JAGUAR

Driver

May - June 2019



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Jaguar Drivers' Club of Queensland

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Queensland Jaguar Driver May-June 2019

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



EDITORS MESSAGE

Hi Everyone,
I hope you all had a lovely Easter break, the year seems to be zipping by. This is my 12th issue as Editor of the Qld Jaguar Driver Magazine, it is almost two years since I approached Tony Herald

at the David Hack Day in Toowoomba and very nervously offered my help to 'give it a go'. I must say that the time has flown by and after those two years I do have better computer skills, I couldn't even copy and paste before.

This issue is rather special to me as it will be the first to be in full colour, When I go through the proof it is on the computer so, of course, comes up in full colour, it is, therefore, always just a little bit disappointing when the magazine arrives and the inside pages are all black and white, now though, it will be in full glorious colour, it's very exciting and I hope you are all as pleased about it as I am.

Also in this issue we have the launch of the new club shirts and hats, a big thank you to our Regalia Officer, Helen Rolton, for making this happen, I am so looking forward to turning up at All British Day, with us all in our club shirts, a definite photo opportunity for the magazine there.

There is to be a JDCQ General Meeting on the 22nd May, details to be found on the form in this magazine. We have many terrific events coming up, so keep an eye on the Forthcoming Events page and, also the baby to the magazine, Kitty Letter, which I will be sending out with event reminders. That's all from me, enjoy your magazine, 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

David & Gail Paratz beautiful blue E Type.
Photo courtesy of Scott Nelson
of TPR Media

Next Jaguar Driver Magazine.

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

Life Members

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

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Queensland Jaguar Drivers Club Forthcoming Events

May 2019 Calendar

Wednesday 1st	Gold Coast Register	Mid Week Run	David Willmott
Thursday 2nd	Chassis Based Register	12 noon	Monthly lunch at Karalee Tavern contact Lloyd Andersen 32948960
Sunday 5th	Brisbane Register		Drive & Visit Woongooroo Estate Neil Summerson (see flyer in this issue)
Wednesday 8th	Monocoque Register	11.30am	Bull & Barley Cambooya (note change of venue)
Sunday 12th	Gold Coast Register	Mothers Day Luncheon	
Wednesday 15th	Sunshine Coast Register	9.30-9.45	Sir Henry Royce Foundation
Sunday 19th	David Haack Classic 2019		Toowoomba Airport
Wednesday 22nd	JDCQ General Meeting	7.30pm	Yeronga Services Club
Wednesday 22nd	Brisbane Register monthly meeting (note date change)		Yeronga Services Club, 391 Fairfield Road, Yeronga Joy Cooper
Saturday 25th	Modern Compact Register	12 midday	Staging Post Café
Sunday 26th	Mac's Bridge Car Festival		Belmont Range (see flyer in this issue)
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 by the Coast car display on Sunday Catering on site
Sunday 26th	Capricornia Register		Drive to Emu Park
Monday 27th	Gold Coast Register	Monthly Meeting	Tom Ross (Chairman)
Tuesday 28th	Darling Downs Register	10am	Alan & Marie's Coffee Run
		The Barn Flagstone Creek	contact Alan Buller 0432088167

June 2019 Calendar

Sunday 2nd	Angelhurst Charity Car Show	Tamborine	Joy Cooper
Tuesday 4th	Gold Coast Register	Mid Week Run	
Thursday 6th	Chassis Based Register	monthly lunch	Karalee Tavern 12 noon contact Lloyd Andersen 32948960
Sunday 9th	Darling Downs Register		Annual Poker Run
Wednesday 12th	Monocoque Register	11.30am	Flavours Café Boonah contact Robin Todd 46648509
Sat/Sun 15th/16th	Wide Bay Register	30th Anniversary Weekend	(see flyer inside this issue)
Sunday 16th	Gold Coast Register	Luncheon	Run by Lyn & Wes Evers
Thursday 20th	Sunshine Coast Register		Run led by Stu & Wendy Gross
Saturday 22nd	Modern Compact Register	lunch	venue TBA in Kitty Letter contact Terry 0409072500
Tuesday 30th	Darling Downs Register	10am	Alan & Marie's Coffee Run
		Golf Club 254 South Street Toowoomba	contact Alan on 0432088167

July 2019 Calendar

Wednesday 3rd	Gold Coast Register	9am	Breakfast @ Edgewater Restaurant
Thursday 4th	Chassis Based Register	monthly lunch	Karalee Tavern 12 noon contact Lloyd Andersen 32948960
Tuesday 9th	Brisbane Register	monthly meeting	Yeronga Services Club 391 Fairfield Road, Yeronga Joy Cooper
Wednesday 10th	Monocoque Register	Christmas in July	Sandy Creek Pub
Sunday 14th	Gold Coast Register	Christmas in July	by Gwen and Ray Howlett
Sunday 14th	Sunshine Coast Register	Bastille Day social event at Le Relais Bressun Flaxton	
Saturday 20th	Darling Downs Register		Christmas in July
Saturday 27th	Modern Compact Register	lunch	venue TBA in Kitty Letter contact Terry 0409072500
Fri/Sat/Sun 26th/27/28th	Brisbane Register		Opera @ Jimbour
Tuesday 30th	Darling Downs Register	10am	Alan & Marie's Coffee Run
		The Cafe, Abbey Lane, Shop 5 10522 New England Highway, Highfields	contact Alan on 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, I hope Easter was an enjoyable time for you all.

Since my last Jaguar Life things have been very intense, Maureen was rushed to Hospital and spent a week undergoing treatment, she will be back on the second week of May for more intense investigation of the problem.

Thank you all who passed on your wishes for a speedy return to full health. Over the last six months I have been to two funerals, one wake and been advised of several members being hospitalised and have come to the conclusion that each register should consider the appointment of an almoner to check on members and inform the register of any problems.

We are a family of Jaguar lovers and as a family should be caring for the health of each other, not a hard thing to do so it is over to the registers to consider this suggestion.

The National Rally is over for another year and by all accounts was a great success. Next year it will be back in WA then Tassy and then it is our turn again.

Mac's Bridge is back again, Sunday 26th May, see details in this issue.

The Jaguar club Executive is holding a special meeting of members on 22nd May at Yeronga Services Club to be held before the Brisbane Register starts there meeting, I would like to thank the register for changing the date of their meeting to allow us to hold out meeting on the same night, I hope as many members as possible can make this night.

To all our members have a safe and enjoyable month and also enjoy the full colour of this magazine.

All the best Maureen & Jim

E & F Type Noggin and Natter

written by Tony Nelson photos by Scott Nelson TPR Media



In 2018 Neil Summerson floated the idea of him and Jenny hosting an exclusive E-type event at their Peak Crossing property. Not only host, but also provide afternoon tea for participants.

I thought it was a great idea!

I sent out an email, just to JDCQ E-type owners in late 2018 to judge interest and provided a date for the event.

We had 23 E-types, 39 members and two visitors advise they would like to participate and 10 E-type owners apologise they could not attend.

All the necessary preparations were made for the event and accepting members were sent updated emails.

We offered a drive beforehand or drive directly to Peak Crossing options. As we are in summer, I was amazed at the number of members who chose the drive option. In fact more cars opted for the drive than driving directly to Peak Crossing.

Well, Cyclone Oma decided to visit South East Queensland! Many of our members' cars have never seen a wet road, so there was quite a bit of email and telephone chatter as we and the weather bureau tried to decide the path of this cyclone. Who to believe?

We certainly needed rain but please not on this Saturday. I found windy.com eventually gave me the most accurate advice and after consultation with Neil, I sent out an email to accepting members that the event was on, no matter the weather.

The day arrived and we had no rain.



I did ask for a member to volunteer to be my sweep car on the day for the drive. I will not do a drive without a sweep car as, with a long convoy, as leader you have no idea what is happening at the tail. Not one response. Scott Ganim contacted me on another matter and kindly offered to take up the sweep car position. We use CB radios to maintain contact.

All our drive cars arrived on time at the Redbank Plaza and we left on time. At Yamanto, I had arranged with two members to be in a parked position so they could join us as we drove past. On our drive we witnessed just how dry the Fassifern Valley area was.

Our route took us past Kalbar and then back to Peak Crossing, where we were parked as we were back in July 2011, at the rear of the home when the original participants who also attended this event, Tony Nelson, Clive Arnold, Scott Ganim, Lloyd and Lorraine Andersen and Barry and Joy Cooper again enjoyed the Summersons' hospitality.

This 2011 event was the start of the annual event we now hold at Neil's and Jenny's property in August - A Day in the Country, the multi marque charity event to support the ongoing efforts of the Fassifern Valley Rotary Club.

Although the scones seemed to be a crowd favourite at this Noggin and Natter event, we learnt some things for the next time we create this event.

Our Editor will select the photos you see in this magazine. They were created by our Son Scott, Director of TPR Media www.tpr.media You may be interested to see what his company gets up to.

Mac's Bridge – Sunday 26th May – If you are still reading, Gail and I will be absent this year and President Jim Reid has accepted my request to create this event. Due to the excellent support you gave this event last year, I have in fact created more display space, so please support this event.

A Day in the Country - Sunday 25th August, 2019 Even though in 2018 we lost 100 display cars last year due to inclement weather, those who did attend and those who did not, through their later donations gave us a record amount to donate to charity.

For the first time I will be absent on the day in 2019. Great supporter Allan Hilless will not only again show off his musical talents but welcome you to this event. I will send out the invitations before we leave Oz in late July and Allan will do the final coordination. I must also thank the committee of the Brisbane Register of JDCQ for many years of supporting us in this event.



JDCQ Brisbane Register

written by Jim Bowden

TRIP TO WHISTLESTOP

Fifteen members had a lovely lunch at Pimpana on Sunday 14th April.

The menu was excellent and varied, and included many choices other than pizzas. Although the pizzas were hard to beat by the look of them. Meals were generous and tasty.

The location was acceptably quiet and rustic, and the service friendly and fast. This spot is often used by other car and motor cycle clubs, and a few interesting non-Jaguars were also in evidence.

It was interesting to see what level of interest would be there for a Sunday lunch to the south of Brisbane, and it was hoped that some Gold Coast members could attend, but unfortunately they had their own event organized for the same day.

Closing time was 2.30, and some people were just getting warmed up, and some had a scenic drive around Jacobs Well and environs. It is truly astounding the rate of development and building everywhere in that flat ex-sugar cane area, such is progress I suppose.

We would happily go there again!

1970 JAGUAR E-TYPE SERIES 2 ROADSTER

OWNERS:
LLOYD & LORRAINE
ANDERSON

When it officially broke cover at the Geneva Auto Salon in March 1961, the Jaguar E-Type not only stole the show but all the headlines. The legendary Enzo Ferrari described it as "the most beautiful car in the world" and, even today, the E-Type continues to top such subjective lists of 'best ever'.

E-types were first produced in 1961, powered by a 3.8-litre, 6-cylinder twin overhead cam engine. From 1964, engines were upgraded to 4.2-litre and the gearbox improved to incorporate synchromesh on all forward gears. Subsequent E-types from 1971 to 1975 were built with a 5.3 litre V12 engine and are known as series 3.

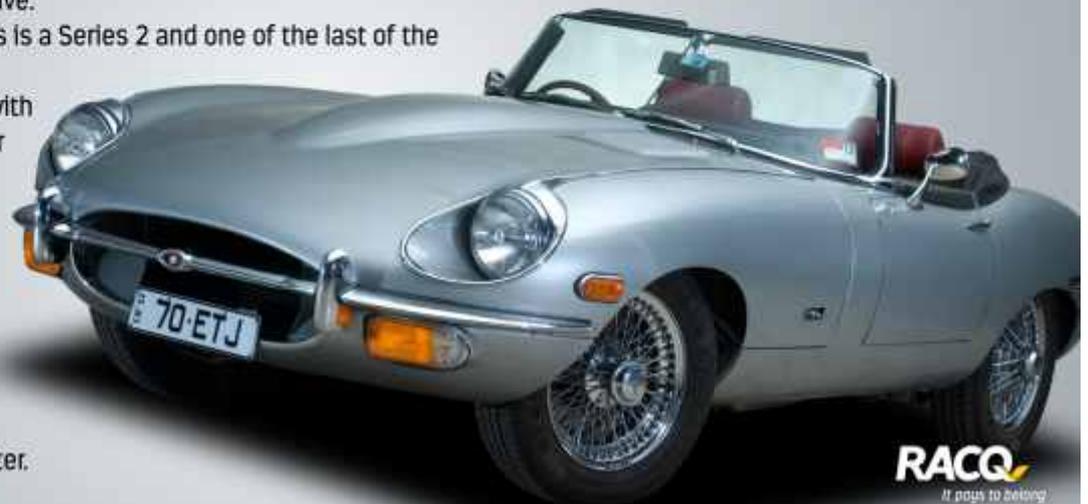
E-types are available as a two-seater roadster/convertible, two-seater coupe, and a 2+2 coupe. The roadster is generally considered to be the most desirable.

Lloyd and Lorraine Anderson's immaculate example has been in their care since 2007, after they acquired it from a Canberra enthusiast who had imported the car from the United States.

While in the US, it was partly restored, including paintwork and retrimming, before arriving in Australia where it was converted to right-hand drive.

Being a late-1970 car, this is a Series 2 and one of the last of the 6-cylinder E-types.

Throughout its 11 years with the current owners, the car has provided trouble-free motoring, requiring only minor mechanical and electrical maintenance. It's used frequently for events with the Jaguar Drivers Club of Queensland, which has a very active E-type Register.



RACQ
It pays to belong

Jaguar Drivers' Club of Queensland Notice of General Meeting

To be held on Wednesday 22nd May 2019 at 19.30
at
Yerona Services Club,
371, Fairfield Road, Yeronga

Agenda

To receive apologies from members absent.

Motion 1

That the annual membership become \$ 105.00

Motion 2

That the post December partial year fee become \$ 55.00

Motion 3

That the subscription to the Jaguar Magazine become \$ 55.00

Motions proposed by Treasurer John Somerset, seconded by President Jim Reid.

The reason for the changes is to ensure that the Ass'n is trading in a responsible and sustainable manner.

Conclusion of the JDCQ General Meeting.

Proxy Form for the General Meeting on 22nd May 2019

Each completed proxy must be given to the secretary before the start of the meeting.

I, _____ being a member of the association, appoint
_____ as my proxy, to vote on my behalf at the
General Meeting on 22nd May 2019 and at any adjournment of the meeting. The appointed
person to vote as they consider appropriate except as directed below:

Motion 1 For _____ Against _____

Motion 2 For _____ Against _____

Motion 3 For _____ Against _____

Signed _____ Date _____

50th National Rally 2019

written and photos by Helen Parmenter

Approximately 26 lucky Queensland members attended the 50th Jaguar National Rally held in Albury Wodonga in March/April. All up, including the Post Rally Tour (PRT), 3850 kilometres were covered in great style in our beautiful Jaguars, all of which seemed to purr proudly all the way.

The rally was very well planned and ensured activities to enjoy for all interests. The car enthusiasts will remember the display day with its diverse number of magnificent quality vehicles from the 1930's onwards. The pristine concours entrants were evidence of extraordinary devotion to detail and excellence by their owners. While all enjoyed the cars, there were only quiet murmurings from the ladies about the cold weather and the not-up-to-the-job coffee van! Happily, on the Saturday night, many of us found it difficult to stop singing and dancing to the music of Abba, brilliantly sung by the Victorian group 'Babba'.

What a night!!



A drive through the picturesque Mitta Mitta valley gave members a taste of the beautiful, fertile farming areas of Victoria. Overall, there was much goodwill and happiness with many attendees enjoying renewing friendships from National Rallies past.



National Rally Prizes

Queensland members who received recognition at the Presentation Dinner were:

- John and Narelle Webster won the Terry Kelly Trophy – Age/Distance Award with their 1959 XK150.
- Rod Greasley won the JCCT Team Sporting Trophy - Class A, the D'Elegance & Sporting - Jaguar Cars Trophy - Aggregate and a Gold individual award in the D'Elegance class with his 1939 SS Jaguar 2.5 litre DHC
- Rick Leonhardt of WA was the outright winner of the D'Etat with his 1969 E-Type Series 2, 4.2 Sports FHC.



50th National Rally 2019

Post Rally Tour

Fourteen rally members from Queensland also had a fabulous time on the (PRT) which took a meandering drive to Yackandandah, Beechworth, All Saints Winery and on to Lake Yarrowonga, where we were accommodated on the pretty lake. We won't forget the thrill of 43 Jaguars lined up in the Olive Grove at Rich Glen Olive for a picnic lunch amongst the olive trees. The next day we enjoyed a talk and viewing of the amazing Byramine Homestead, built in 1842 by Hamilton Hume for his widowed sister-in-law Elizabeth Hume. The house has holes for shotguns to defend the property, and loose floorboards to allow escape if attacked. The Shepparton Motor Museum was a hit for all, as it has a wide range of immaculately presented vehicles including an old open bus, an open fire engine and a bicycle made out of hickory (wood). A hit for most was a sail on 'PS Canberra' commissioned in 1912, the oldest river boat on the Murray River. It is powered by wood fired steam and the tireless cranks and conrods were working openly for engine enthusiasts to enjoy. Some of us remember longingly the delightful scones, jam and cream. True car lovers also appreciated the amazing display of Holdens in their dedicated museum in Echuca. Most members present confessed to owning and enjoying several of the earlier models in their youth (and beyond!).

Photos along with the Rally Concours & Sporting results can be found at

<https://www.jaguarinternationalrally.org.au/> please click on the Gallery or Results tab.

All Jaguar Drivers Club of Queensland members are encouraged to support the next National Rally in Western Australia, the information can be found at <https://drive.google.com/drive/folders/1AWO73ukMSilqJvWTQVTjbbQWqarc1H8M>.





Alan and Marie's Morning Coffee Runs

photos by Marg Cruikshank



Alan and Marie's coffee run for February was held at the Fire and Ice café in Toowoomba, the usual Darling Downs members attended. Jude who is recuperating from a serious illness, at first said she couldn't be there, but after sending her photos and a bit of cajoling, we managed to persuade her to turn up. It was a chatty day with good friends and good food, what more could you ask. The March coffee run was held at the Staging Post café in Gatton, this also was a good turn out, but, I, unfortunately, had to leave early, as the dog groomer was coming to cut our dog, Jocks hair, and as he had missed his last appointment, this one was essential, he looked more like a shaggy sheep than a West Highland

Terrier. As I was leaving Julio and Geoff turned up. It was a good day, the food is always good there and everyone enjoyed the day.

The upcoming coffee runs are as follows:

April 30th at The Altitude Café, Wellcamp Airport, Toowoomba

May 28th at The Barn Flagstone Creek

June 25th at The Golf Club South Street Toowoomba

July 30th at The Café Abbey Lane Highfields

Further details to be found on page 2 or call Alan on 0432088167.

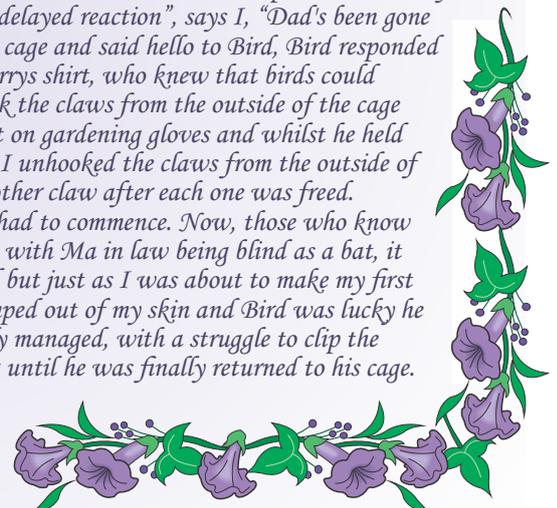
Hope to see you there.



JAG WAGS CORNER

We haven't had Jag Wags for a while, and I really wanted to keep it going, but an absence of stories and lack of space has kept it out. However, it's funny how things come about and anecdotes can just turn up. Yesterday, when I received the articles from Capricornia register, there was a lovely photo of one of their members feeding a parrot (well to my Pommie mind it was a parrot), now it just so happens that my, blind as a bat, deaf as a post, Mother in Law has one of these birds that flew in to the yard many years ago and stayed, due to injury, and although healed, became a pet. This is one spoilt bird, and when Ma in law has a snack, Bird (yes that's his name) says "Gimme a bit, Gimme a bit. It's just as well the neighbour's know it is the bird talking. This morning my plans to make Anzac biscuits, do some washing, work on the magazine, all got held up, after we received a phone call, from Ma in law, to say that Bird had been stuck on the side of the cage for two days." "Why are we only hearing about this now", asks her son. Well, It transpires that a close watch has not been made on Bird's feet and his claws had become so long that they were gripping right around the bars. The conversation, between Terry and his mother, went along the lines of, Terry- "Have you had the vet come to trim his claws like we told you to". Ma in law - "No I forgot". Terry- "##### ok we will come over to see what we can do". Now, I have to say at this point that we don't get to see Bird often because Terry picks his Mum up and brings her here to our place, so she gets an outing. So, we arrive twenty minutes later, and Bird certainly is well and truly stuck to the bars of his cage. He has a few feathers on his head and down his back and wings but other than that he is totally bald." "What happened to his feathers", I ask, To which Ma in law tells me that Bird is upset at the loss of Terry's father and is pulling his feathers out, due to grief. "Well, that's a bit of delayed reaction", says I, "Dad's been gone since 2011". Anyway, on to our purpose for being there, Terry went over to the cage and said hello to Bird, Bird responded by immediately depositing what seemed like three month's, worth of poo onto Terry's shirt, who knew that birds could projectile poo whilst stuck upside down on bars. Terry proceeded to try to unhook the claws from the outside of the cage but got several chunks of flesh taken from his finger, for his trouble. He then put on gardening gloves and whilst he held Bird's body, from the inside of the cage and kept the lethal beak out of the way, I unhooked the claws from the outside of the cage, this took quite some time due to Bird, immediately, reclinging with another claw after each one was freed. Eventually, we had him out of the cage and the job of clipping his curled claws had to commence. Now, those who know Terry will be aware he has poor sight in one eye and not brilliant in the other, so with Ma in law being blind as a bat, it was down to me to do the clipping. It was a struggle to get the claws separated but just as I was about to make my first snip, Ma in law crept up behind me to ask if I wanted a cuppa, I just about jumped out of my skin and Bird was lucky he didn't lose a foot. Following Ma in law being banished to the kitchen, we finally managed, with a struggle to clip the claws. During this entire process, Bird screeched and screamed without stopping until he was finally returned to his cage. What a start to our Anzac Day.

*Please ladies, I want to hear from you with your stories for Jag Wags,
All the best for now, June*



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SUNDAY 26TH MAY

Qld Rifle Assoc Belmont Range
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(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
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Children under 12: FREE



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

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JDCQ Gold Coast Register

Gold Coast Register Trip Lunch at Tumblegum photos by Robin Kup-Ferroth



West & Tony



John Porter



Lynn & Marilyn



Morning Tea



Gary & Jane



Lunch at Tumblegum

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JDCQ Darling Downs Register

*Organised by Alan & Marie Buller
written by June Whitehouse photos Terry Whitehouse*



Darling Downs Register Annual History Run

On the 14th April, eighteen Darling Downs Register members met up at Lake Apex in Gatton, for the start of their annual history run. We were joined by Brisbane Register members, Lloyd and Lorraine Andersen at the lake, and later by Phil and Michelle Dudley at the Railway Museum in Ipswich, which was our destination for the day. At Lake Apex we shared our morning tea, and chatted enthusiastically, although we had to compete with the screeching, from the thousands of Corrella's that were flying over and settling on the ground amongst us. I thought they were lovely, but not everybody shared my opinion.



Helen did some baking



Bruce presenting Alan & Marie with their 20 year badges

We set off on our journey to Ipswich, at 9.45, travelling through Forest Hill and Laidley, and arriving at the Railway Museum at about 11am. After meeting up with Phil and Michelle we all set off to explore the various sections of the museum, it is a huge place with much to see. After a bit of walking around, Marie, Faye and myself found a comfy corner with a large television showing a long distance train journey, it felt like you were actually sitting on the train, and when, on the screen, they were serving lunch, it made us all start feeling very peckish. Some of us met up at midday to join a guide, who took us around and gave us a thirty minute talk, which was very informative. When the tour was over, we were more than ready to go for lunch and made our way to the cafeteria to order. Our lunch was in a private room, which enabled us to have our meeting and raffle after. Kay provided a bag of easter eggs for each person, which was indeed a welcome treat. The food was extremely good and very reasonably priced. The burgers were about five inches high, served with salad and chips, by far the best burgers I have tasted in a long time. After lunch we had our register meeting, followed by our raffle, which was organized by Kay. Congratulations go to Alan and Marie Buller who were presented with their 20 year club badges. It was a terrific day out and our thanks go to Alan and Marie for organizing the day, and our thanks also to Kay for organizing the raffle and providing the bags of Easter eggs. A special thank you to Lloyd, Lorraine, Phil and Michelle for making the trip to join us, it was lovely to have you " on board ". At about 2.30 we set off for our various home destinations.



JDCQ Central Queensland- Capricornia Register

written & photos by Lorraine Givney

Cats, Crocs and Corkscrews

It's hatchling time at Koorana Crocodile Farm, a purrfect time to take our big cats for a visit. If you've seen the YouTube video, "Jaguar hunts crocodile cousin (EXCLUSIVE VIDEO) National Geographic", you'll understand the connection. Those who associate the elegant lines designed into the Jaguar Marque with the efficient movements of the big cat are likely to adore this footage.

Members met at 9 am on 24 March for morning tea at Curtis Park, Rockhampton. The brick picnic shelter at Curtis Park holds memories of many convivial Capricornia Register gatherings. It was lovely that the convalescing Lyn Harrower was able to catch up with us over morning tea.

Next stop was the crocodile farm at Coowonga, where we discovered that the farm owners adore Jaguar cars so John Large had no difficulty negotiating a special entry price for members. We sat with huge taxidermed crocodiles on ledges above us, armour-like crocodile skins on the walls and showcases of historical crocodile skin products beside us to learn about this working farm and the people who, from 1981 onwards, rescued rogue crocodiles that would otherwise have been put down, and gave them a new life in return for their offspring.

Having listened to the colourfully presented safety messages, all members made our way unscathed and intact though the fascinating outdoor tour of the farm. Our guide shared some intriguing facts about these living relics from the Mesozoic Era that can slow their heart rate to a couple of beats per minute and remain underwater for hours on one breath.



It was a short drive from Coowonga to the Keppel Sands Hotel. We discovered that the owners here also appreciate Jaguar cars so while members relaxed over a delectable lunch served in the beer garden, hotel staff and regulars were judging the Jaguar cars assembled outside. They decided that John and Gail Newton's 1955 XK140 was the stand-out Jaguar and presented the couple with a bottle of South African wine, a rare drop that we were told requires a cork-screw for opening. It seems that our Jaguars livened up the day for others and members certainly enjoyed the friendly and quirky hospitality of the staff at the Koorana Crocodile Farm and the Keppel Sands Hotel.

JDCQ Central Queensland- Capricornia Register



written & photos by Lorraine Givney

Tannum Sands Run

The parklands at Canoe Point, Tannum Sands, was a lovely spot to gather for morning tea and a meeting on the 24th of February. With the sounds of waves gently rolling onto the sandy beach and native birds revelling in the lawns and tall trees in the background, members enjoyed catching up and discussing some exciting ideas for the year ahead. Following the meeting, Gerry boldly declared that he would win the raffle, he was tasked with drawing the winner and, sure enough, his declaration proved to be a prediction. (Maybe we should form a lotto syndicate with Gerry.) We then drove to the Tannum Sands Surf Lifesaving Club where we enjoyed a delicious lunch in this relaxing setting overlooking Main Beach and Facing Island with an occasional cargo ship moving through the shipping channel in the distance.

JAGS and jazz

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1974 Series 2 SWB XJ6.

I decided to get fair dinkum and clean up this car which I have had for a long time. There was a really badly done repair to the engine bonnet where a heavy old computer had been knocked off a shelf by a cat or a possum and put a serious dent right in the middle. The subsequent paint job was a really bad match as well.

I took the car to Auto West Paint Supplies at 16 Duntroon St. Brendale and asked if they could match the main colour. It took a while to do but they finally came up with a really good match.

After much careful malleting I was able to reduce the dent which only required a small wipe of filler to be completely smooth. I then sprayed the whole bonnet and am happy with final finish.

At the same time I was put in touch with a semi-retired upholsterer who came around to my place one afternoon and stripped and repaired the hood lining using the salvaged original fabric as he said there was no way you could match the colour with new material. I am very happy with the results and also the price!

ALERT

I produced the following story in 2008 which is over a decade ago however while talking to some younger members of another car club it appears the modern generation of car restorers have not got the message. I think it is time for the subject to be aired again. I have amended it slightly to reflect the changes in dates and timespan.

Precautions for your health - asbestos in Jaguars

This is not a medical alert as I have no background in medical science and my only real contacts to the medical world are a wife and a daughter who are both nurses. I did qualify as a St Johns first aid officer many years ago as it was mandatory for me as a radio technician which I was before I went flying for a living 53 years ago.

I am referring to hazards associated with restoration of older cars, in particular early model Jaguars. It is almost a certainty that that treasured find of an early era will contain one of the more hazardous materials to your health you could encounter in the shape of asbestos. It is also almost certain that you are going to have to deal with this material in the brakes of any Jaguar made prior to 1986 which has not since been restored or overhauled. Why 1986? From that date it became illegal to sell brake parts containing asbestos in Australia.

Most pre 1986 disc brake pads and definitely all early drum brake shoes had a high amount of asbestos incorporated in the formula of the composition which was used to make these items. While fairly "safe" as a material in the brake shoes or pads which could be handled without any great hazard it became free asbestos as in a dust form as the shoes and pads wore out.

Obviously the majority of the dust from such wear in disc brakes became dissipated to the outside world and there would only be a small amount clinging to the calliper assemblies. However it was almost as if drum brakes had been designed to collect and hold as much brake shoe dust as possible. It would be sitting inside the brake shoes, sticking to the backing plate and coating all the other parts such as wheel cylinders, auto adjuster mechanisms etc.

In the bad old days mechanics and like minded people would blow out the whole brake area with compressed air thereby contaminating themselves and anyone or anything within ten metres with dust containing asbestos.

As we now know, asbestos dust inhaled can start a very virulent form of lung disease known as mesothelioma which is generally incurable and invariably fatal. Anyone who has kept abreast of the James Hardie asbestos (mesothelioma) compensation case should be familiar with the basic problem. I had an acquaintance who contracted this disease through handling asbestos as a plumber. It took 18 months from initial diagnosis until his final demise and it wasn't very nice with his final 6 months on a morphine pump system.

So it is imperative to avoid inhaling asbestos dust which brings us back to what to do when working with or overhauling early brake systems. If you don't know what you've got and have no hard evidence of brake overhaul post 1986 it is best to assume that you are going to have to deal with asbestos contamination.

It is also important to take personal protection precautions such as using a good dust mask, wearing full protection overalls and hand gloves. (Imagine you are handling human faeces and you will get the idea). A good shower and proper machine washing of contaminated clothing should be put on the agenda for after the work along with correct disposal of the dust mask and gloves.

You should plan to capture as much of the dust as possible. Washing it down into a container is one way of capturing the dust and you don't really want

asbestos dust lying around on your shed floor. Check with your local authority on disposal of asbestos dust. Some authorities do have specific disposal sites for such contaminants.

Other possible asbestos contaminated areas.

The clutch plate is one possible area. There was definitely a strong move into restored/historic vehicles prior to 1986 and many of these cars only do limited mileage such as 1000 miles a year or less. It would be quite feasible for a car originally restored in 1980 to be carrying an asbestos contaminated clutch plate which would not even be worn anywhere near a need for replacement. Don't forget that the clutch plate is in an enclosed area like a brake drum and the whole bell housing and flywheel areas are liable to be asbestos contaminated.

Another area of concern is in old brake parts. If properly stored brake shoes, brake pads and clutch plates will last for decades. Twenty years ago while in Melbourne on business I ended up at the Victorian Jaguar Club on a Sunday where the Mk1/2 group was having a get together and a car boot sale. One non club member was disposing of Mk2 bits from his deceased father's estate and I acquired 2 complete sets of brake pads (front, rear and handbrake) for a Mk2 for \$20 a set. That was one hell of a bargain! One set is now on a car but the other set is still in the boxes. I have my suspicions that they may predate 1986 and could contain asbestos based on the chap selling them saying he had "cleaned out the old man's shed a couple of months ago" after his father died but his father had been in an aged care home for 10 years. This story of old brand new parts is not unique to Jaguars or cars as I was recently shown a collection of at least 20 brand new model aircraft engines still in boxes and never having been run dating back into the 1970s which were part of a deceased estate. Hoarded items in deceased estates bring up some amazing treasures.

Another area is possibly in imported cars. I have not been able to ascertain if the 1986 asbestos ban was a world wide ban or just legislated in Australia.

The best way to handle this asbestos problem is to treat any doubtful area as a certainty and take appropriate precautions. We don't want to lose any of our club members to this disease.

Until next month - safe (workshop) Jaguaring



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Perry's Gearbox

written & photos by Perry Rolton

Getting a gearbox in and out of a motor car involves lifting and supporting a big heavy lump, the gearbox, usually with the bell-housing attached.

Never one to do anything difficult, we modified our engine lifting crane so that it would lift a gearbox and support it under the car, help with the alignment and just make the whole job so much easier.



At the end of the engine crane jib, we added a bracket with a piece of drain grating on top. This is bolted to the crane jib using the same bolt as the lifting chain. The bracket can tip fore and aft so that any gearbox and bell-housing combination can be set level or at the angle needed.

With the drain grating set level, the drain grating stays level as the engine crane is raised and lowered. Or it can be set at another angle and stays at that setting as it is raised and lowered.

Below the crane jib, we added a link bar, running parallel to the jib partly made with threaded rod to allow for adjustments. One end of this parallel link is bolted to the bottom of the hinged bracket, the other is mounted to the engine crane frame but allowed to pivot. Pieces of steel angle can be bolted onto the drain grating in whatever position best suits supporting the gearbox and stopping it rolling to the side.

Then a strap over the gearbox for security and off we go. We can load the gearbox onto the lifter directly from the bench, at bench height, then wheel it across the shed and under the car, pump it up and push it into place. Easy!





Jaguar Drivers' Club of Queensland Inc.
Sunshine Coast Register.

MID WEEK RUN
Wednesday 15th May

Meet 9.30/45am at the Sir Henry Royce Foundation, 52 Lysaght Drive Coolumn Industrial Estate

ON DISPLAY – 22 cars, various makes plus several Rolls Royces. Admission by gold coin, goes to the foundation.

MORNING TEA/COFFEE will be supplied, please bring your own goodies.

Approx. 11am we will leave on a short scenic drive to PEREGIAN GOLF CLUB for lunch.

Please select from menu (overleaf) & RSVP with choice to -

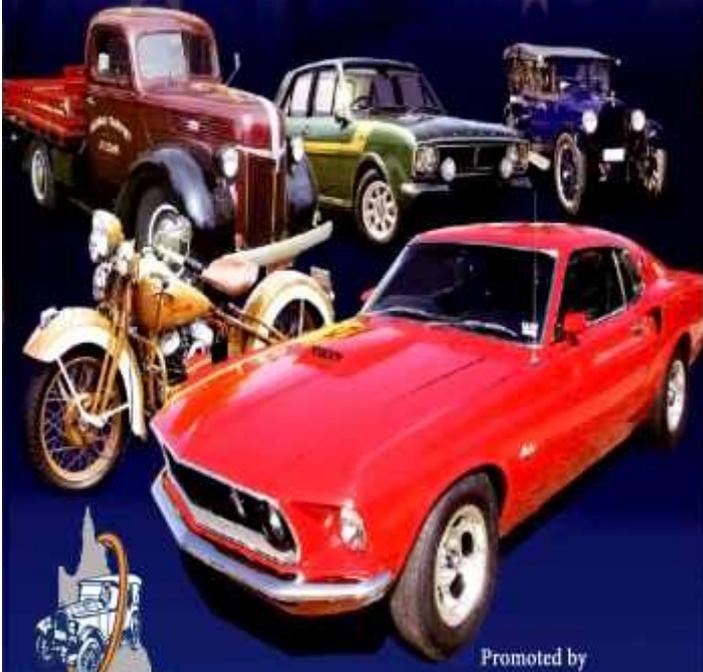
John Herbert
M 0423 380 092
E herbert.casino@gmail.com
BY 7th May






NATIONAL MOTORING HERITAGE DAY

A Tribute to Australia's Motoring Heritage



Promoted by
Queensland Historic Motoring Council



Queensland Jaguar Drivers Club Wide Bay Burnett Register

30th ANNIVERSARY

Weekend Event – Saturday/Sunday June 15/16
Register first formed at Innes Park with beach outlook
Drinks and nibbles at 2.00pm at Innes Park
Accommodation/Breakfast at Bundaberg International Motel
Dinner Capers Restaurant
9.00am to 11.00am Sunday Morning River Cruise on the Bundy Belle

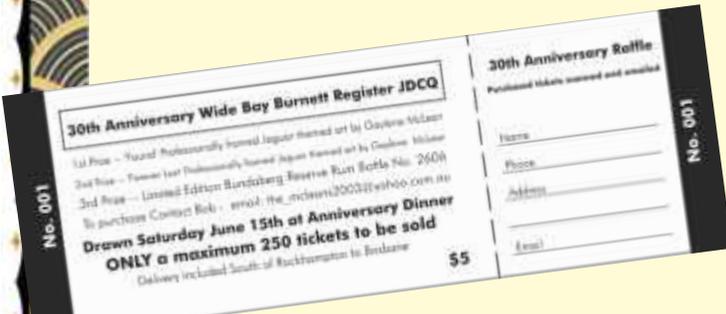
ALL MEMBERS WHO ARE INTERESTED IN ATTENDING PLEASE EMAIL BOB TO BE PLACED ON THE COMMUNICATION LIST – the_mcleans2003@yahoo.com.au



In association with Wide Bay Burnett Register's 30th Anniversary celebration a planned raffle is opened to anyone wishing to participate.

A sample ticket is displayed.

Contact Bob (Social secretary) to purchase at email: the_mcleans2003@yahoo.com.au
Ticket numbers provided, scanned and emailed to purchaser with money to be direct deposited to Wide Bay Burnett Register bank account.



30th Anniversary Wide Bay Burnett Register JDCQ

1st Prize – Year of Professionally framed Jaguar shared art by Gaylene McLean
2nd Prize – Passion for Professionally framed Jaguar shared art by Gaylene McLean
3rd Prize – Limited Edition Bundaberg Reserve Rum Bottle No. 2609

To purchase Contact Bob - email: the_mcleans2003@yahoo.com.au

Drawn Saturday June 15th at Anniversary Dinner
ONLY a maximum 150 tickets to be sold
Delivery included South of Rockhampton to Bundaberg \$5

30th Anniversary Raffle
Particulars of prizes entered and awarded

No. 1001

Name _____
Phone _____
Address _____
Email _____

What's Been Happening

St Paddy's Day Run- 17th March 2019 *Joe and Marg Day*



What a day had by all. Some good and some not so good; not from the venue or food and drink but due to unfortunate circumstances. Last year when we ran this run, we had a breakdown, well this year



The day started well and at 10.30 we had most of the vehicles and attendees at Aussie World.

What a trooper! Not long out of hospital, Joe turns up to lead the run!



Everyone was 'in the green'



We waited for one member who had decided to go straight to the venue. At 10.55 I commenced the briefing and handed out the run sheet with detailed route instructions and a map. At 11.00 am we headed off at a steady pace as my driver, Lindsay, was looking after me. We thought that we had everyone following but we lost one at the start....

About 20 minutes into the trip going up Mt. Mellum we had a slight mist falling and Stu was very unlucky to have the front left tyre separate from the rim and then



At the start



Later....

had the back of his Mark11 pass the front. It must have been Wendy's fault as the car ended in a drain; Stu was sure that Wendy had said that she wanted to look closer at some plants.



Fortunately, no one was hurt but that put paid to their day as well as that of the Morgan/Jaguar club members, Geoff and Lyn Boucaut, who stayed and then drove Stu and Wendy home as the tow truck didn't arrive until after 2.00pm.

Again, we headed off, but I decided to go directly to the venue as time had run out.



Sadly the tinkering at the start didn't last the whole trip



We arrived at the venue to be advised that we had an "S Type" lose its brakes so Barry stayed with his car until a tow truck arrived and, unfortunately, he also missed the meal. We did lose a Jag member at the start, but they did find their way to the venue. We will not mention their name will we Colin??



Finbar's Lounge Bar was an excellent venue, their Pizzas were great, but the Irish beers were better. They had a collection of musicians playing Irish songs and jingles that kept everyone entertained. A good indicator was most people stayed well into the afternoon. As we did not have the venue to ourselves many more people came in so the crowd was jovial and some entertaining. Overall a great day.



Thank you, Marg, for finding another great venue for our run.

To Stu and Barry, well, the luck of the Irish and I hope that the repairs are not too expensive.

Thanks Joe Day

DISCLAIMER

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

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 Hilless**

Email: **eandftyperegister@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.



Sporting Meeting 2019

EVENT	LOCATION	DATE	TYPE
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	11/12May	Circuit
Oakey Street Sprints	Oakey	18/19 May	Street Sprint
Stanthorpe Qld-NSW Rnd 2	Carnell Raceway	25/26May	Circuit
Super Sprint Series C Rnd2	Morgan Pk	1/2June	Circuit
QLD Hill climb Championship	Mt Cotton	31May-2 June	Hill climb
Noosa Hill- Winter Challenge	Noosa	8/9 June	Hill climb NBCCC
NSW Rnd Hill climb	Mtn View Grafton	8/9June	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	13/14July	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	21July	Hill climb
GEAR	Lakeside Park	25 July	Circuit
Stanthorpe Qld-NSW Rnd 3	Carnell Raceway	27/28July	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	24/25August	Circuit
Grafton Hill climb Rnd4	Mtn View	25 Aug	Hill climb
GEAR	Qld Raceway	22 August	Circuit
Super Sprint Series A Rnd4	Morgan Pk	31Aug 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	14/15September	Circuit
Mattara Hill climb	Ringwood Pk Newcastle	20-22September	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
Qld Khanacross	Proston Rally Track	2/3 November	Khanacross
Sunshine Coast Motor SC	Nambour showgrounds	3 Nov	Khana
Noosa Hill Summer Challenge	Noosa	9/10 Nov	Hill climb NBCCC
Grafton Hill climb Rnd7	Mountain View	10 Nov	Hill climb
Qld Hill climb Series Rnd 6	Mt Cotton	23/24 Nov	Hill climb
GEAR	Lakeside Park	28 November	Circuit

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

A few nice Jags



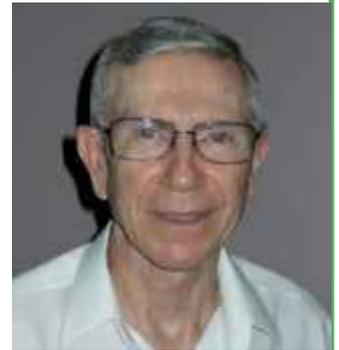
NOTICE CONCESSIONAL REGISTRATION

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

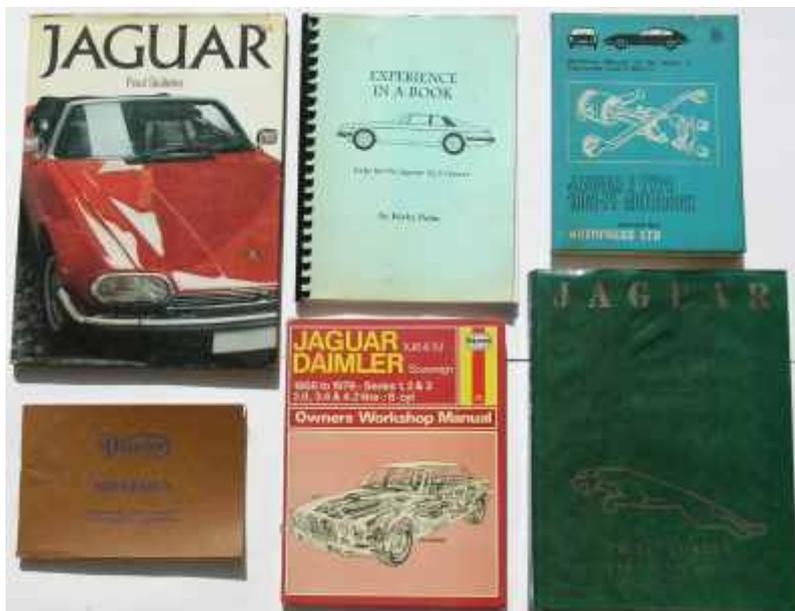
Library Book/Manual Donation

Recently thirteen books/manuals were donated to the Library by Graham Hein. Thank you Graham. I have reviewed the material and decided to retained in the Library as WM38 XJ6 2.9-3.6 Service Manual Vol 1, 2, 3, 4 & 5 (in 3 Binders). This manual contains 88 sections (including the electrical system) - all you need to know about the XJ6.



The following list of 12 books/manuals are surplus to needs and will be made available to members **free**, on a first to order basis (mailing cost extra). Material remaining at the end of May 2019 will be shared with our Model Register Secretaries or disposed of.

Title:	Author:	Date/Info:
Experience in a Book (Help for the XJS Owner)	Kirby Palm, US	3 Copies
Daimler 2.5 litre V8 Saloon Workshop Manual	Factory Manual	
XK's Unlimited, Vol 7, Parts and Service Jaguar All Models from 1948 to 1988	XK's Unlimited Jaguar	XK120 to XJS
Jaguar XJ6 Series II , Daimler Sovereign Series II Parts Catalogue		July, 1978
Jaguar Daimler Owners Workshop Manual Series 1, 2 & 3	Haynes	1968-1979
XJ6 Series I, Parts Catalogue	Photocopied	July, 1974
XJ6, Daimler Sovereign Repair and Operation Manual	British Leyland UK	1978
Daimler Sovereign Operating, Maintenance and Service Handbook		1967-69
Jaguar E Type Series I and II Autobook	Autopress	1961-71
Jaguar XJ6, Daimler Sovereign Series II Repair Operation Manual	British Leyland	1974
Jaguar - Foreword by Sir John Egan	Philip Porter	1988
Jaguar	Paul Skilleter	1990
Note: The following manual will be retained by the Library.		
XJ6 2.9-3.6 Service Manual Vol 1, 2, 3, 4 & 5 in 3 Binders	Jaguar Cars Ltd	WM38



If you want any of the above books please 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".

JDCQ Mk2 Burlblings February 2019 with Robin Todd

*** BREAKING NEWS *** As they say on Television

The JDCQ Classic Monocoque Register "Country Luncheon" for the 8th of May has been relocated to the Bull & Barley Inn, Cambooya.

The Inn was built in 1902 in the Colonial Style and resides at 24 Eton Street in the quaint country town of Cambooya, just on the outskirts of South Toowoomba. [The words are from the Bull & Barley website]



And now to normal matters. Was sitting watching the morning news on TV the other day and I realised that after sitting there quietly for three hours eating my Weat-Bix and drinking my coffee I was no better informed than before I started. Now I hear every single day that the British [UK ?] parliament is in complete chaos over something called BREXIT, that the Australian Federal Government is also in complete chaos and virtually leaderless. So I decided to try to find out something about all the doom and gloom.

Basically Australia is ok, it is only the media that is in chaos. And as for the UK it is up to them if they want to be in charge of their own destiny or continue to be told what to do by a puppet master in Germany.

However while I was wandering about the either looking for information I stumbled on some fascinating photos of some 'Mk1' and Mk2 s competing at various Jaguar Enthusiast Club motor racing events throughout the UK. What was really so interesting was that they often had their inside front wheel clear of the road. Not just a little bit but more like a Lotus Cortina from the good old days. I understand that in Historic Racing in the UK they use a re-manufactured old style Dunlop Racing tyre that has good lasting properties but not the grip of our modern styles [that is why Grant Williams can drive the "Coombs" grey 'mk1' carrying the famous registration plate BUY 1 sideways for an entire race at the Goodwood Revival without overheating his rear tyres]. It was a bit surprising given the lower level of grip to see these front wheels waving in the breeze. It is all, I suppose, related to very hard short travel front suspension and very soft long travel rear suspension. It looks great to see but I have great difficulty understanding how it could make such a nose heavy basically under-steering car handle better. Just imagine the stresses going inside that monocoque body to lift the heavy XK engine like that.

Various people told me that the inside front wheel of

our Lancer didn't seem to be doing much work in corners, so, being terribly clever, I got busy with the front bump stops to limit the rebound travel and took the thing out for a test day. At Lakeside if I recall correctly. Well I had converted a diabolically under-steering car that could with sensitive balance on the entrance to a corner behave in a reasonably satisfactory manner into an absolute demon completely self-willed that basically wanted to do whatever it wanted to do regardless of the driver's intention. After a few laps probably a bit slower than when running in a new motor I held a conference in the space between my ears and decided to immediately abandon that improvement.

I have heaps of photos of Pete Geoghegan in all sorts of opposite lock slides with the 'Mk1' with no sign of a wheel in the air [the same cannot be said about his famous Mustangs which were very prone to dangle a front wheel]. Our own Bill Pitt as well as Roy Salvadori, Graham Hill, Iva Bueb or Mike Hawthorn et al didn't seem to dangle wheels in the air in any photos so it must be some sort of modern phenomenon that is beyond my ken.

Had the Mk2 out for a bit of a run recently. It had been a bit difficult to start the last few times so I put a bit of thought into the problem. It had always been a particularly good starter when cold but not so good when hot which was a complete opposite to the XJ6 which was a very reluctant cold starter but very good when hot or even warm. The thought process came up with a solution. I always used to give the Mk2 full choke and three pumps of the accelerator or four on a particularly cold morning and it used to fire and run but it had to warm up a bit before you could drive it away smoothly.

The XJ6 on the other hand required a number of attempts to fire first up but normally fired on the first rotation when warmed up. The difference is probably in the carburettor fitted. The Mk2 being a 2.4 has Solex carburettors which of course have an accelerator pump which squirts great volumes of raw fuel straight into the intake manifold so much so that about six pumps will virtually guarantee that the thing will be flooded with fuel and be more like two carbuncles than carburettors and then it takes a real effort to get the thing to fire.

The XJ6 had had its standard carburettors replaced with a couple of SU's and a manual choke very early in its career. With the SU's and the engine not running you can of course pump the accelerator peddle all day and still not squirt fuel anywhere. So there I have solved another mystery in my life.

A mate of mine, now deceased, who used to race a Morris Major [the same car as my Lancer except that the Lancer has a better grill and the dash in front of the driver] used to always pump madly on the accelerator peddle before he started his car and claimed it was the

only way it would start. He had a lot of other silly ideas too like that NSW was a better place to live than Queensland, and that NSW had a better football team than us. He had an interesting start line technique. Hold the thing at 5000 RPM and slide your foot sideways off the clutch when the start lights go out. He broke a lot of axles but he won a lot of starts. Doug Clark in his Lancer also told me of the interesting start procedure and upper rev limit he used - whatever I have to do to get my nose in front of yours. Doug was an absolute mine of information whereas Don was so secretive. He turned up once with a switch and a couple of wire attached to the gear lever which he said was to turn on the Nitrous Oxide when needed. He had a heart as big as the Grand Canyon and is sadly missed..

JDCQ Classic Monocoque Register Calendar for 2019

Meet at the venue at 11.30am for 12 Noon

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 9th 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



**2019 The 9th
Angelhurst Village
Charity Car Day**

*Celebrating 100 years of Bentley
An interclub charity challenge
Invited Clubs
No public, invited guest ONLY*

**When: Sunday, 2 June 2019
Time: From 9am
Where: 2 Pendennis Road
Tamborine
Admission: \$30 per car
Concours entry extra**

Phone Terry 0438 689 544

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

**All proceeds to benefit:
Rotary and Brake
Rotary proceeds for
drought relief in Longreach**

**This event has raised over \$56,000
with all proceeds going to the
nominated charities.**

Mackay Whitsunday Jaguar Driver Club



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JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg, Maryborough and Hervey Bay

Trip to Maryborough written & photos by Gaylene Maclean

All members met at Hervey Bay on a slightly overcast and drizzly morning, which I might say, didn't last very long. From there we drove to Dundowran, where nestled in among the beautiful trees and Bali Huts sits the lovely Arkarra Tea Gardens. It is such a tranquil spot, where you can totally chill out, and forget about the worries of the world. Morning tea was enjoyed by all. Bill and Lee had a slight problem with their XJ6 Series 3, so they met us at the Maryborough War Memorial.



THE ARKARRA TEA GARDENS – 'TOLD YOU IT WAS BEAUTIFUL'

After enjoying the peace and tranquillity of the Tea Gardens we then travelled to the Maryborough War Memorial. This was absolutely amazing – well done Maryborough – this memorial weaves through Queen's Park and has been so tastefully thought out and designed.



This is an interactive Military Memorial Trail which tells the story of the Anzacs in World War 1. The sound of marching feet leads the way and soldiers' voices follow you down the path from statue to statue.

This was a very moving experience and makes you realise how traumatic the whole situation was and how everyone was affected. It certainly makes you realise the sacrifice that was made for us by both men and women.



A SOLDIER AND A WIFE WAITING FOR NEWS FROM AFAR – GAYLENE KEEPING HER COMPANY!



MEMBERS STROLLING ALONG THE MEMORIAL TRAIL – WE WERE ALL VERY IMPRESSED

It was now time for lunch, so it was a short drive to the Granville Tavern in Maryborough.

Raffle Draw

The winner of the raffle this month was Bill Buckley and he was very happy to receive a Voucher which included either buying groceries and or alcohol. It was actually a very good idea – smart thinking Josie.



JOSIE PRESENTING BILL WITH HIS VOUCHER



BILL LOOKING ECSTATIC ON HIS WIN



BOB AND GAYLENE DEEP IN THOUGHT!!



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2015 Jaguar F-Type MY2016

An immaculate example of one of the most beautiful cars in the world. This car is fully Jaguar serviced (last in February 2019) with only 24000 km on the clock. The personal plates shown in the photos have now been removed and replaced with standard plates. This car new was just under a quarter of a million dollars and so now represents fantastic value for money at \$145,000. The car can be driven sedately when required and offers a totally luxury experience. Place it in dynamic mode and the car tightens up to provide a driving experience second to none. This vehicle is optioned up with the premium 770w Meridian Surround Sound System, 20 inch Tornado wheels, Panoramic glass roof, powered tailgate, air quality sensing, blind spot monitoring with closing vehicle sensing, TPMS and the exterior black pack. The nose and vulnerable sections have been clear wrapped for protection. Tyres were replaced only part worn July 2017. The car includes over 12 months of transferrable Jaguar warranty expiring May 2020 and a premium F-Type fitted soft car cover and has always been kept garaged inside. Vehicle registration until February 2020. Genuine reason for sale. Any inspection, location Cashmere.

Price: \$145,000

Contact: Chris Goddard Mob: 0411 422 186

Location: Cashmere



1971 Jaguar XJ6 4.2L Auto Saloon

Beautiful motor car with \$6,000 paint work recently, \$7,000 (all receipts) spent for RWC on shockies, brakes, suspension, mounts etc. Has 5 new tyres, long REGO & RWC. Need slight interior work to be the perfect vintage & in 2 years to become an antique. Must inspect & all offers to be considered.

Price: All offers considered

Contact: Graeme Healy

Tel: (07) 4151 5999 Mob: 0407 535 199

Email: kbab@kennedybridgeautobarn.com

Location: Bundaberg



1959 XK150S 3.4 FHC

A genuine RHD, matching numbers car with Heritage certificate Beautiful car faithfully restored, owned 14 years Very rare - one of 86 3.4S originally made in RHD FHC Highly Collectible Manual with Overdrive Chassis T825021 DN Engine VS2139-9 Gearbox JLS44291 JSHistory Sold new in London in October 1959 to J. Borthwick Original Registration: London XXM 363 Complete off-the chassis nuts and bolts restoration completed in 2002 including full motor and gearbox/overdrive rebuild Purchased in 2005 and driven sparingly by current owner Well known 150S in excellent condition, regularly serviced Includes owner's handbook, workshop manuals, history file etc

Price: \$145,000 ono

Contact: Brian Johnston

Mob: 0437 739 651

Email: njvj@iimetro.com.au Location: Canberra

Wanted to Buy



Jaguar XK 150 Front Bumper

Any repairable condition.

Price: TBA

Contact: Tonny 0418191700 or Lyn 0417074674

Email: wolzak1@bigpond.com

Location: Australia

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Members - Free

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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

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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

eandfitypereregister@gmail.com

Tony Nelson 0421 646 945 Clive Arnold Ph: 0403 054 846.

Classic XJ

Alan Buller 0432 088 167 abuller5@hotmail.com



E-type



F Type



XJ6, XJ12, Series 1, 2, 3



XJ6C, XJ12C

Grand Tourer

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XJS



XK8, XKR, X100, X150



Modern Luxury Saloons

Charlie Provis 3886 7074 0419 011 399 charlieprovis@gmail.com



XJ40



X300, X308, XJR



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XJ 351

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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

TitleSurnameTitle..... Surname

First NameFirst 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



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