

Queensland **JAGUAR**



Driver
July - August 2020



Official Journal of the Jaguar Drivers' Club of Queensland
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Queensland Jaguar Driver July - August 2020

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



EDITORS MESSAGE

Hi Everyone,
I hope you are all keeping well and starting to enjoy the relaxing of restrictions.

I want to bring your attention to our upcoming Special

Meeting in August, you will find details on pages 4 to 7, please take the time to read through and if unable to attend the meeting make your proxy vote. Having spoken to a few members about this meeting, I feel it is important to stress that all members of this club have equal status. Each member counts as one vote, so please express your wishes by voting, at the meeting, attending by zoom, or by filling out the proxy form and returning it to the club Secretary at any time before the meeting starts. Every member is important and every member is equal. We all have a voice to share in club matters. There is one vote per member, and many memberships include two members, so I have provided a second proxy form on the flip side of the one on page 5, ready for you. If you are unsure of how your vote will affect you or your register, then contact your register Chairman or committee member, and I'm sure they will give you some advice.

We also have a second Scavenger Hunt, provided by Lorraine Givney, two prizes as before \$50 and \$25, so enjoy that and good luck.

That is all from me now, stay well, stay safe and drive carefully,

all the best from your Editor, June

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Patron Ron Gaudion

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



Cover Picture

A beautiful S Type,
photo taken at last year 'Day in the Country'
photo by Terry Whitehouse

Next Jaguar Driver Magazine.

Deadlines for
Closing Date for Contributions 24th Sept 2020
Classifieds Deadline 22th Sept 2020

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	Robin & Valerie Todd	

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Queensland Jaguar Drivers Club Forthcoming Events

July Calendar 2020

Sunday 5th	Gold Coast Register	Brunch in the Burbs, picnic in the park, at the end of Michel Drive Currumbin Creek, start 10.30am, BYO everything including tables and chairs, just turn up
Sunday 19th	Brisbane Register	Visit Heritage Park and Natter, contact Barry or Joy Cooper 0419732091 see flyer in this issue.
Sunday 19th	Wide Bay Burnett Register	Trip to Buxton for morning tea, meeting and lunch
Sunday 19th	Capricornia Register	Meeting BYO morning tea, at the home of Brian Scott, Boundary Road, Gladstone, then meeting and BYO lunch at Spinnaker Park

August Calendar 2020

Wednesday 5th	Gold Coast Register	A breakfast is being organized at a restaurant on the Isle of Capri. Contact Tom Ross on 55621260 or 0475001197
Gold Coast Register	<i>plans are underway for the Gold Coast Chairman's Weekend Away "On the Road Again" to Kingaroy. See flyer in this issue</i>	
Sunday 9th	Darling Downs Register	Annual sports event Darts Competition, venue TBA
Tuesday 11th	Brisbane Register	Monthly meeting at Yeronga Services Club, 391 Fairfield Road, Yeronga, 7.30pm
Wednesday 12th	Monocoque Register	Royal Hotel Leyburn see Burlblings inside for details
Sunday 16th	Wide Bay Burnett Register	AGM Morning tea and AGM will be held at Bamboo Land Nursery & Parklands, Torbanlea, lunch will be held at 'Goodies' Toogoom
Sunday 23rd	Capricornia Register	BYO morning tea and meeting at Curtis Park, Rockhampton, then lunch at the Gracemere Hotel.
Sunday 30th	A Day in the Country	see flyer in this issue
Monday 31st	Gold Coast Register	Meeting Hinterland Hotel Nerang 7pm

September Calendar 2020

Wednesday 9th	Monocoque Register	Yangan Hotel, Yangan see Burlblings inside for more details
Sunday 13th	Gold Coast Register	Planning underway for the Spring Affair at Manor Restaurant, Mount Tamborine for more info contact Robin Kup-Ferroth on 55762134 or 0412590458
Sunday 20th	Wide Bay Burnett Register	TBA
Sunday	Brisbane Register	TBA Workshop visit



From James (Jim) Reid for June/ July 2020

Greetings all,

What changes have enveloped us since the last magazine arrived, this COVID-19 disaster has not only badly affected our country and its future but also our beloved Jaguar club.

I hope you all are going ok, if you need any help Maureen and I are always able to assist where possible.

Thanks to Wendy Gross and John Somerset with contributions from the registers and from some members, we now have the Strategic plan updated. It has now been distributed to the registers or you can find it on the web site.

As a consequence of issues raised by register chairs and requests from some club members, there is to be a Special General Meeting where we seek the opinion of all members. The motions are all explained elsewhere in this magazine. I strongly request you go to the item in this magazine and follow one of the methods of voting listed. Enter your vote, let your voice be heard, this is your club and we need to have the true opinion of the membership on these issues finally settled so your JDCQ can move on.

The ACJC delegates have informed the group that ...

1. NSW has decided not to host the 2022 rally because of the need to sign contracts later this year for the 2022 National rally and the problems with the Covid-19, they cannot take any chances.
2. Tasmania is still on track for next year's Rally as long as the state government allows it to go ahead.
3. SA is still moving ahead with the 2023 rally.

I look forward to hearing that Club activities are starting again and if the "ALL BRITISH DAY" go's ahead in September, I hope we can all meet up there. Last year the Jaguar Club won the award as the best presented club on the field that day.

Please remember **Tuesday 18th August** for our special general meeting to be held at the Carindale library, see all options in this issue of the magazine, on the web site and please respond to emails being circulated by voting on these motions.

All the best

James (Jim) & Maureen

NOTICE OF MEETING

Agenda of Special General Meeting

To be held on Tuesday 18th August 2020 at 19.30

Open the meeting.

To receive apologies from members absent.

Cease to Host the National Rally Motion.

Motion that the JDCQ ceases to ever host the Jaguar National Rally and informs the ACJC to this effect. Proposed by Wendy Gross (Regional Liaison) June Whitehouse (Editor).

Abandon Points Score and Trophy System motion

Motion that the JDCQ abandons the points score system and ceases to make trophy awards to the members and that By-laws 4,5,8 and 9 be removed. Proposed by Wendy Gross (Regional Liaison) June Whitehouse (Editor).

If this motion is approved, the remainder of the motions become meaningless and are redundant.

Reinstate two memorial trophies motion

Motion that the committee's decision to retire all perpetual trophies be amended to reinstate, from 2020 forward, the two memorial trophies:

- The Fred Donges Encouragement Award for New Members and
- The Danielle Herald Memorial Trophy for Female Member of the Year.

And that these memorial trophies, will be presented by Register chairpersons or their delegates, with a short explanation of the origin of the awards, before being returned to the Club's display cabinets.

Proposed by Ray Hodges (Librarian), Paul Lucas (Webmaster) Stuart Gross (Membership) Wendy Gross (Regional Liaison).

Trophy Winners to Receive Take Home trophies motion

Motion that all award winners, including Memorial trophy winners, will receive take home trophies. The Honour Boards on the Club's website will record all recipients of these awards.

It is understood that the passing of these motions will require amendments to By-Law 9 paragraphs (M, O & P) at a later stage.

Proposed by Ray Hodges (Librarian), Paul Lucas (Webmaster) Stuart Gross (Membership) Wendy Gross (Regional Liaison).

Covid 19 Motion

Motion that due to the Covid 19 virus causing both a complete cancellation of all JDCQ events for part of the year and for the natural reluctance of members who feel vulnerable to restart socialising even when they may, as a virus precaution, that the points score system run by the JDCQ historian be set aside for the current year 2019-2020 and no JDCQ points trophies awarded.

This motion to have no effect on nominations for Life membership or Volunteer of the Year.

Proposed by Terry Whitehouse (Historian), Perry Rolton (Vice President), June Whitehouse (Editor), Helen Rolton (Regalia)

Model and Regional Register Autonomy Motion

Motion that, following the repeated cajoling by model and regional registers, each model and regional register be given the choice each year of being included or excluded from the JDCQ points score system for the following year. Model and regional registers to each declare their wish to be included or excluded in the points score for the year ahead before the end of October each year.

Proposed by Perry Rolton (Vice President), Terry Whitehouse (Historian), June Whitehouse (Editor), Helen Rolton (Regalia)

Conclusion of the JDCQ Special General Meeting.

Jaguar Drivers' Club of Queensland

NOTICE OF SPECIAL MEETING

**A Special General Meeting of the Jaguar Drivers' Club of Queensland Inc
will be held on Tuesday 18th August 2020 at 19.30
at Carindale Library.**

Westfield Carindale, Creek Road, Carindale, Qld. 4152

The meeting will also be available by electronic means on Zoom.

Each member not attending the meeting is encouraged to vote on each of the motions on the agenda by using the proxy form to either vote for each motion or to empower a member attending the meeting to represent them. Proxy forms must be received by the Secretary before the start of the meeting.

Reasons for the Cease to Host the National Rally Motion

1. There is a huge amount of work and a very considerable cost outlay in organising a National Rally. This very large task has been previously taken up by a few of our members in the years before the event. Recent consultations related to the Strategic Plan have consistently shown that there is no Register with the volunteers to organise such an event. Also there has been comment of concern at other General Meetings regarding the cost outlay. The booking of venues and events all require considerable financial commitments long before there is any certainty the National Rally will proceed or any knowledge of how many might attend. The same Strategic Plan consultation has shown that members are concerned about the high levels of funds JDCQ has in reserve, specifically for such expenses, and would like more benefits to accrue to members from these reserves. The Jaguar car company no longer support the National Rally financially leaving the organising club unsupported.
2. The cost of attending a National Rally is now also very considerable. A budget of some thousand is required to fully attend and this is part of the reason for the decline in participation.
3. There is ever decreasing interest from most of the members in attending Jaguar National Rallies. In years past, there was more interest and people enjoyed driving greater distances, the challenge of the journey. Now the world has changed and motoring has evolved. It is generally the same few who attend the National Rallies and there they tend to meet the same few from each of the other states each time. The time of the National Rallies is passing.

Reasons for the Abandon Points Score and Trophy System Motion and for the Model and Regional Register Autonomy Motion

1. Because this is being asked for! Members of the JDCQ committee have been repeatedly approached by the Model and Regional Register Secretaries and Committee members advising that their register has no interest in the JDCQ points score awards but has far greater interest in their Register awards.
 2. Many Model and Regional Registers already run some version of a prize and award system for their participants. Those members who participate regularly in their local Regional and Model Register events may feel far more involved and connected with them, rather than the Queensland state-wide system.
 3. These motions are to either abandon the points score and trophy system entirely or to give each Model and Regional Register the option of being included in the JDCQ state wide awards any year that they wish to be, but not make it compulsory any longer. Those Registers that do not wish to be included in the JDCQ state wide awards would not have to send run-sheets to the historian but their events would still be included in the club calendar so all members can attend if they wish but no points scored at those events.
- The motions seek the true opinion of the membership regarding the JDCQ points score which is currently a Queensland wide points scoring system, compared to the more localised Model and Regional points scoring and award systems that are already operating.

Reasons for the Reinstatement of Two Memorial Trophies motion.

At the end of January 2020, the JDCQ Committee received a letter from Karen Herald questioning the committee's decision to retire (archive) Perpetual Trophies, including the Danielle Herald Memorial Trophy without consultation or discussion with her family or Regional Registers/members.

This trophy was instigated in 2006 when David Knight was JDCQ President and Lloyd Andersen was JDCQ Secretary. Danielle had tragically died in 2005 and as she was well liked, regular attendee at Club events and her parents very active members it was decided that JDCQ should acquire a perpetual trophy to recognize female members and name it in her Honour (refer QLD Jaguar Driver Magazine November 2006 page 4). The JDCQ purchased it in memory of Danielle and for a specific new award - Female Member of the Year.

To maintain the Clubs history Karen's wish was that the Perpetual Trophies, including the Danielle Memorial Trophy should be re-instated and a keepsake trophy be awarded as had happened in the past. Karen's letter was supported by emails from our Patron and the Regional Register Committees of Brisbane and the Gold Coast.

The JDCQ Sub Committee responsible for the design of the 2019 New Point Score System has acknowledged not consulting more widely with members when making the decision to retire all Perpetual Trophies, which included the Memorial Trophies.

At the February JDCQ Committee meeting a decision was made to offer Karen a compromise, to inscribe the new Female Member of the Year Trophy with a recognition to Danielle Herald (e.g. "In memory of Danielle Herald"). On February 23 three committee members met with the Herald's to discuss the compromise. The result of the meeting was that Karen rejected the compromise and wanted both the Fred Donges Award for New Members and the Danielle Herald Memorial Trophies re-instated.

Reasons for the Covid 19 Motion

The virus has caused all social gathering and all events to be stopped for a time. This makes a complete break in the points scoring for a considerable part of this year.

However, as the restrictions are lifted, some of the smaller gatherings and events can start again first. Others cannot start yet, depending on how many likely participants each gathering will attract, the venue access, the time taken to arrange the more complex events etc.

Vulnerable people, those in the categories of age and health that are advised to be extra cautious, may not want to socialise or participate in events even when the events start running again. This would be for health reasons and they might be foolish not to be cautious. Many events are organised and supported by members in the vulnerable category. It would be unreasonable to expect them to participate, though those who feel less vulnerable might get things started. It might be appropriate to encourage some events to start as soon as they may but it must be accepted that some vulnerable members will be reluctant to join in for now.

For these reasons, the points score cannot be fairly applied during this year. The awards score year starts 1st November each year. That looks likely to be a reasonable time to restart the scoring, depending on the events between now and then.



VOTE FOR YOUR CLUB NOW!

Don't forget to vote in Special Meeting

Vote for Your Club NOW!

Many memberships get two votes, one for the primary member and one for the partner member. Both of you please vote.

There are 6 motions to be heard at the Special General Meeting on 18th August.

If you will be attending the meeting in person then you can vote on the night. You are counted as attending if you are on Zoom.

Everyone else votes by proxy. If you have an interest in the proposed changes, then get your vote in! You can do it now. You can do it later but it must be received by "The Secretary" before the meeting starts.

To vote by proxy choose either option 1 or option 2 as explained below:

Option 1 - Empowering another member to vote on your behalf as they think best.

Give someone who will be attending the meeting the power to vote for you as they think best. To do this, simply look at option one on the proxy form, fill in your name and fill in who you are giving your vote to. Make sure they know that you are doing so. Make sure they will be attending the meeting either in person or on zoom. Then sign it, add your membership number and the date. Once completed give the proxy form, it can be by email or on paper either to the person you appoint or to "The Secretary". Any questions, ask the Vice President. You should know how the member you appoint intends to vote on each of the motions.

Option 2 - Directing another member to vote on your behalf, how you want to vote.

This way, you are directing the appointed member how you want your votes to be counted, for or against each of the motions. Fill in the proxy form as to how you want your vote to be recorded for each of the six motions, then fill in your name and fill in who you are asking to cast your votes, as you direct, at the meeting. Make sure they know that you are doing so. Then sign it, add your membership number and the date. Once completed give the proxy form, it can be by email or on paper either to the person you appoint or to "The Secretary". Any questions, ask the Vice President. You can appoint "The Secretary" or any JDCQ Executive committee member to cast your votes because you have made your wishes known using this option.

Any questions on how to vote, ask the Vice President.

All proxy votes must be received by "The Secretary" before the meeting on 18th August.

By email to secretary@jagqld.org.au or by Aus Post to PO Box 3513, South Brisbane, Qld 4101

VOTE FOR SECTION

Proxy Form for the Special General Meeting on 18th August 2020

Each completed proxy must be received by the secretary before the start of the meeting.

Select either option 1 or option 2

Don't forget to vote in Special Meeting

MEMBERS VOTING FORM

Option 1. Empowering another member to vote on your behalf

I, _____ being a member of the association, appoint
_____ as my proxy, to vote on my behalf at the Special
General Meeting on 18th August 2020 and at any adjournment of the meeting. The appointed person to
vote as they consider appropriate.

Signed _____ Membership No _____ Date _____

Option 2. Directing another member how to vote on your behalf

I, _____ being a member of the association, appoint
_____ as my proxy, to vote on my behalf at the Special;
General Meeting on 18th August 2020 and at any adjournment of the meeting. The appointed person to
vote on the motions before the meeting as directed below.

Cease to Host the National Rally Motion.	For _____	Against _____
Abandon Points Score and Trophy System motion	For _____	Against _____
Reinstate two memorial trophies motion	For _____	Against _____
Trophy Winners to Receive Take Home trophies motion	For _____	Against _____
Covid 19 Motion	For _____	Against _____
Model and Regional Register Autonomy Motion	For _____	Against _____

Signed _____ Membership Number _____ Date _____

Don't forget to vote in Special Meeting

PROXY FORM FOR MEMBERS PARTNER

Option 1. Empowering another member to vote on your behalf

I, _____ being a member of the association, appoint
_____ as my proxy, to vote on my behalf at the Special
General Meeting on 18th August 2020 and at any adjournment of the meeting. The appointed person to
vote as they consider appropriate.

Signed _____ Membership No _____ Date _____

Option 2. Directing another member how to vote on your behalf

I, _____ being a member of the association, appoint
_____ as my proxy, to vote on my behalf at the Special;
General Meeting on 18th August 2020 and at any adjournment of the meeting. The appointed person to
vote on the motions before the meeting as directed below.

Cease to Host the National Rally Motion.	For _____	Against _____
Abandon Points Score and Trophy System motion	For _____	Against _____
Reinstate two memorial trophies motion	For _____	Against _____
Trophy Winners to Receive Take Home trophies motion	For _____	Against _____
Covid 19 Motion	For _____	Against _____
Model and Regional Register Autonomy Motion	For _____	Against _____

Signed _____ Membership Number _____ Date _____

Rod & Sue Greasley's

The Saga continues

by Wendy Gross



Last magazine we joined Sue and Rod on their epic journey to Perth in their SS Jaguar. Now we experience with them the joys(?) of travelling Australia in Covid-time

The only other inhabitants here are an enormous number of white cockatoos, galahs and really brightly coloured green parakeets as well as lots of kangaroos on the beautifully manicured golf green.

wanted to make sure Catherine was purring along happily. We travelled the Vasse Highway, then Graphite

A time of confusion- 26th and 27th March

We travelled all the way from the centre of Perth to Joondalup Resort, where the rally was supposed to have taken place. The reason we are here is because our booking was in place and hadn't been cancelled and it looked like a really nice place to stay.

On our almost 1 hour drive from West Perth to the resort we drove along the beaches. We stopped and had our take away lunch and actually saw two people walk past us and a few in the water. Plenty of social distancing happening here!

Since our arrival, Catherine had been sleeping under her car cover awaiting for us to make a decision on where to go next!! This decision seemed to change, if not hourly, certainly daily, as the governments in Australia and Western Australia continued to change the rules with regards to travel and lock down.

Just to let those people who didn't make it to this rally, the Joondalup resort is absolutely beautiful.



We noticed that in our walk the next day that we have only seen three other guests and had one social gathering of at least four people spaced at 3m.

As the West Australian government was trying to restrict people's movements on the week before Easter they prevented people from travelling through regions of Western Australia as of Tuesday, 31st of March. Our accommodation at Joondalup was closing down and we were intending to go further south to our next booking which was the booking for the Post Rally tour at Abbey Beach. Unfortunately the government closed Abbey Beach resort and most other accommodation because they did not want people to travel and stay away from home over Easter. We were then in what is called an emergency situation and had to find other accommodation in an emergency place. We managed to find accommodation at Mandalay where you have to have a permit to travel to and to stay.

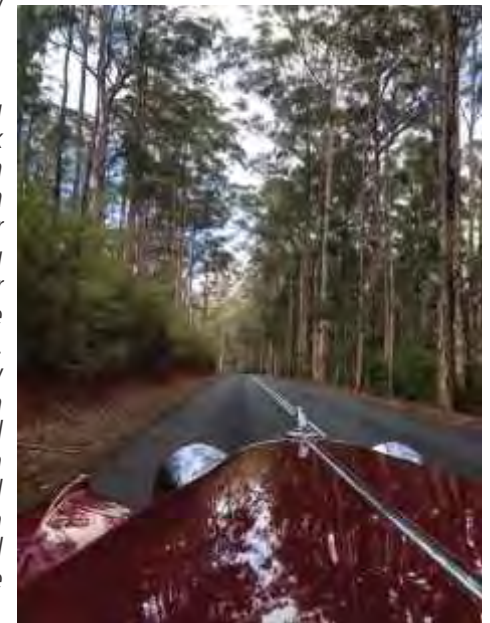
We were hopeful we would slowly work our way home when everything went back to "normal" whenever that might be. We had thought we may have had to join the sand groper Jaguar Drivers' Club as we may be here for the duration!

In the following week we travelled from Joondalup resort near Perth, to Busselton where we stayed for five nights, hoping the Coronavirus situation would allow an easier trip home. The situation with the airport became difficult and dangerous and with difficulty getting our car transported back we decided we had to drive back home, which was actually the original plan.

We continued onto Dunsborough for another eight nights to check that Catherine would be up to the long trip home. After many phone calls to the hotline and to the police in different regions of Western Australia, we were given the go ahead that we were able to travel home and stay in a couple of places in Western Australia on the way without any issue.

On the move

April 12, we left early in the morning from Dunsborough for our almost 400 km drive to Albany. We decided not to travel the main highways, as the highways were still busy with trucks. We wanted to be able to just take our time and enjoy the trip as we've been held up for the last eight days in a resort. We also



Road, then onto the Muir Highway to Albany. The drive took us through many forested areas and National parks.

The road there, although bumpy in sections, was very picturesque and we were able to achieve around the 85 km an hour on most of the 90 km zones, which was very easy travel. The road was not very busy - I think we counted one truck and 10 cars coming towards us in a period of about three hours and we had two cars that passed us in that same time. We stopped in at Manjimup for a coffee, and were delighted to find a little coffee shop that was open, that they ground their own coffee and made an absolutely superb cup



Due to the cheaper price of fuel compared with where we were going, we filled up with fuel here then we continued on to our final destination to Albany and reached there just after lunchtime.

Albany is a pretty town rising up from a very secure harbor surrounded by large granite outcrops.



The township ascends up from the waterfront and has some lovely historic buildings and a ship in the park.



We stayed at our accommodation here for two nights to check everything on the car would be fine for our long trek across the Nullabor and on to home.

April 14th

We awoke to find it was raining. So typical of when I clean the car! I had to be grateful that I got at least one day in without any rain.

We had to travel 480 km from Albany to Esperance. It was fairly uneventful except for two police roadblocks where we had to explain that we were travelling home. That reason seemed to be fine with the local police, who were more interested in checking to see whether there were outstanding warrants.

The small town of Ravensthorpe we thought would be an ideal stop for coffee and a break, but we had difficulty finding anything open. The whole town had "locals only, road closed" signs on all the side streets so it made it difficult to even look at the town. We had to settle for coffee at the local BP service station.

Catherine ran very well that day considering there were some large uphill slopes. She seemed to have more power than usual, perhaps because of the cooler weather.

Unfortunately the fuel usage was about the same at 27 miles per gallon overall for the day.

We had a kangaroo experience of three large kangaroos jumping across the road in front of



us quite late in the day and quite unexpectedly! Unfortunately we were not fast enough to get a photo as we were braking quite hard at the time.

A large number of galahs had gathered on the road and we drove up slowly towards them. They had no interest in flying so we took a photo through the windscreen with the sun on them.

Desperate for a Chinese meal, we searched Albany to find it had three Chinese shops and none open. We had to wait until we got to Esperance to find one Chinese shop open. The Chinese was very good for lunch and we had enough left over for tea. That night we stayed on the waterfront at the best Western motel.

The evening walk along the waterfront to see the Esplanade was quite picturesque.



April 15th

As today was a reasonably short day at only 400 km, we decided to leave a little later at 8 am.

We hadn't gone very far, in fact only to the little town of Gibson where the police had a roadblock again, stopping all traffic both ways and taking details and license checks. Just by chance we got the same young constable who had seen us on the way into Esperance yesterday.

As there was no one on the road and she wanted to have a chat, we had quite a discussion on our trip and how disappointed she felt for us that we couldn't experience all the wonderful sights that we'd missed out on in Western Australia. We assured her we'd be back when everything was back to "normal".

For the first part of the journey we had a slight headwind of around about 30 km an hour. I was surprised when we got to Norseman that we had probably got near the worst economy for such a cool day of any we had achieved on the total trip. It was quite the opposite when we went from Norsemen to Balladonia, with a tailwind; the fuel economy was just over 30 miles to the gallon, which is probably the best we've got on the trip. This just goes to show how aerodynamic the SS Jaguar "isn't"!

The highway was very quiet today, and on the way from Norsemen to Balladonia, we only had one car pass us. It wasn't because we were going exceedingly fast as we sat on 90 km per hour. Coming towards us we only had a half a dozen trucks and three or four vehicles during the 2.5 hour trip.

On the trip we enjoyed a really white Salt Lake close to the road so we've taken a photograph of that lake.



The photograph does not do the lake justice, in that it was just ultra white, glistening in the sunlight.

We encountered one other vintage car on the road as we came into Grass Patch. We didn't quite find the grass patch though!

On our vigilant lookout for camels, as they can be found in numbers around this area, all we managed to find was plenty of camel droppings by the side of the road. Some wild goats were jumping through the grass, very close to the side of the road.

Because of the COVID-19 the only Norseman service station was deserted. I did not see any other vehicles fill up for fuel. All of the side roads in Norsemen had "closed roads" on them to stop people from going into those areas and the town.

This was very similar to a lot of smaller towns we've been through to stop people from going into the town, but in fact they need not have bothered because there's almost no travellers on the road.

16th & 17th April

We left Balladonia roadhouse quite early in the morning anticipating we would be able to get fuel and food on our journey to Border Village. This was not necessarily going to be the case.



We chose to bypass Cockabiddy and go onto Madura, only to find that Madura had decided to close, because of Covid 19. There was no fuel or food available there, so onwards we progressed to Mundrabilla where we thought we'd stop for food and fuel. One part of the theory was good: there was fuel, but there was no food.

So by late in the afternoon we arrived in Border Village, and had to wait until after 5 for the food to be prepared. It was a fairly long day with very little food and no coffee for the weary and hungry travellers and very little fuel for Catherine. We anxiously watched the kilometres increase as the fuel gauge decreased.

At one of our fuel stops on the day at Caiguna, we took a photograph of the car near some of the big rigs that were parked. It shows just how small our Jaguar looks on the road to the truck drivers.



From Border Village we stopped at a couple of locations to do our exercise. These locations were the stops where the cliffs of the Great Australian Bight come closest to the Eyre Highway. The scenery is spectacular.



We had a few records set today, one was for Catherine passing one of the longest road trains we had seen at a length of 49.7m and the other was a total trip across the Nullarbor from Border Village to where the hills start to Ceduna record with no car passing us at all!



In the past two days we've had two police checks, one at Border Village where a policeman was interested in having a look at our car, as the photo shows, and another at Ceduna where it was combined with the quarantine check for fruit and vegetables. We were given documented paper work by South Australian Police.



We arrived at Ceduna around 3:30 PM local time and after cleaning the car, sorting out our breakfast and dinner menu, we took a stroll along the foreshores and along the jetty for our exercise as allowable by the local rules. The only other inhabitants at the motel were birds. The further we go the better the fuel economy Catherine seems to get. I can only assume it

must be downhill around here, because today overall we achieved just over 30 miles per gallon.

I have noticed a correlation for those technically minded, in that the exhaust temperatures seem to be directly affected by inlet air temperatures.

It was noted that when the inlet air temperature was around 30°C the exhaust temperature was around 280°C. As the inlet air temperature increases during the day to around 40°C the exhaust temperature goes to around 310°C, at the same speed. It was also noticed that the direction of the wind plays a part in how much the air cleaners collect a degree of hot air from that going through the radiator. It was seen on the same day that at ambient temperature of 25°C the inlet air temperature changed from 25°C to 45°C depending on the change of prevailing wind direction.

April 18th.

Over the past three days we've travelled 1500km. These roads don't have a lot of action normally but, with Covid 19 around, there were almost deserted. That day we saw only a handful of vehicles although there were a considerable number of trucks coming towards us as part of the supply chain from South Australia to Western Australia.



This was a boring day as there was not many stops and the stops we had made for coffee and fuel proved to be less than elegant. We went into Iron Knob to have a look because someone had said there was still a café open but that was wrong. We did photograph a little bit of Iron Knob, as it's now pretty well a Ghost Town.

It is interesting to note that "Buckingham's Shack", which we assume might be owned by an English person had Rover Cars and Jaguars, yes Jaguars in the backyard lined up.





As today's temperatures were quite low in the low 20s and the road was reasonable, Catherine returned around 28 miles per gallon and everything ran fine.

There were no roadblocks today but a noticeable regional police presence at lots of locations.

It was interesting to note that we filled up with fuel up Wudinna (260km from Port Augusta) we paid \$0.97 per litre but when we fuelled in Port Augusta the cheapest we could find for 91 unleaded was \$1.20 per litre. So the further it has to be shipped the cheaper it is?

19th and 20th April

These two days we travelled just over a thousand kilometres from Port Augusta, South Australia, to Griffith, New South Wales, via Mildura Victoria and we crossed the borders of South Australia, Victoria and New South Wales. The outback roads in all three states have been quite bumpy and unfenced which has made for slow going, to protect Catherine's suspension and bodywork. A lot of the small towns in South Australia have been locked down due to Covid 19, and just finding some food has been a challenge.

Leaving Port Augusta in the early morning dawn, it was beautiful to see the sunrise over



the Flinders Ranges.

We travelled through Burra, a small town in South Australia. It's a very quaint, heritage listed town with lots of beautiful old buildings. It was established for one of the world's largest Copper mines, 8 miles by 4 miles, and normally this town would be a tourist hotspot. We were the only car in town and finding some food and fuel was again another challenge.

In Mildura we stayed at the golf course motel; we were the only people there.. Even reception was closed and we had to access our unit by a special box with our key in an envelope. On the Hay Plains between Balranald and Hay in New South Wales we were greeted by the greenest looking pastures and a beautiful travelling temperature of 23°C. What a difference a few weeks makes! We had travelled this way on our way to Perth and had needed to use the air conditioning when the heat was extreme and the vegetation quite dry.

Along the Hay Plains we saw about twenty emu and chicks. Once we slowed to photograph them, they started to move away, but we managed to get a few photographs. They are very hard to see in amongst the vegetation they blend in so well.



Catherine ran very well again and returned an average 30 miles to the gallon primarily because the terrain is very flat and the temperatures are quite cool. There were no COVID-19 stops at the borders of Victoria or New South Wales.

21st and 22nd of April

We left Griffith early in the morning to find the main road was closed. A short detour of 50 km and we were back on the main road again. The outback country of New South Wales is very flat and usually very dry.

We were pleasantly surprised to find that most of the landscape was very green and water flowed in the rivers and filled the billabongs. It made a huge difference to the surroundings and with pleasant touring temperatures around 24

degrees C we thoroughly enjoyed our country drive.



As the temperatures have dropped below 10°C in the mornings in these areas, we have noticed a few of the autumnal colours appearing on the trees around here.



Catherine is enjoying the cooler temperatures and her oil pressure has been up to 60 PSI when the engine is cold.

She has been going exceedingly well, unlike the truck that we photographed with its head off.



So far on the trip we have gone past about 20 vehicles that have broken down on the road. Luckily our old girl is still going strong and has not missed a beat yet.

We were entertained by an unusual sight, a crop duster doing aerial acrobatics many times over the road we were travelling.



On April 22 we left Dubbo and we elected to take a B class road out of town for a while to Coonabarabran, so we wouldn't have to compete with the huge number of trucks on the main highway.

Most of the local towns have wrapped up the park benches with nylon barrier fencing, so it made it difficult for us when we bought a coffee and sandwich or just wanted to have a break



and relax. When we stopped in Narrabri for lunch, there was an amazing park right on the river with plenty of seats and benches with a huge array of bird life surrounding us. It was just so pleasant and made us feel so welcome in that town.



It has been so reassuring to wake up each day and find Catherine starting up first time and then runs just as well as on the first day of our trip to Perth Western Australia some 10,000 kilometres ago. Everything continued to go amazingly well!

23rd April



As we set off early on the last day of our trip, we reflected back on the adventure and it was really hard to believe that about 6 weeks ago we'd set off on the 10th March to travel 12,000 kilometres to Perth and back, to the National Jaguar Rally. How we were to know that it would be cancelled before we even made it Perth? We were totally disappointed, of course, after driving almost to Perth, to find the rally cancelled. We were even more saddened that all the massive amount of work and effort that had been done by the West Australian Jaguar Club was for nought. The rally and activities, and post rally tour looked amazing, and the amount of planning for this event was evident, as events were incredibly well organized. We would like to personally thank the Western Australian Jaguar Club for their work and efforts, and also for making us feel welcome even though social distancing was the norm by the time we arrived. We promised them we would be back when the world was back to "normal" When talking to the people from the Western Australian Jaguar club their disappointment showed not only for us driving all that way, but for the cancellation of the Rally.

We reflected, too, on the positives to come out of this incredible journey. We got to experience some parts of Australia that we had not travelled for some thirty years. This has whet our appetite for travel in our own beautiful country and to see much more of it. Our car Catherine purred beautifully across the different terrains of Australia without a hesitation. We still remain married and are still soul mates.

Catherine drove from Moree to Redcliffe on the north side of Brisbane to go home for a well-earned wash, detail and rest. The travel distance that final day was 540 km from our accommodation at Moree to our home at Redcliffe and as usual Catherine performed perfectly.

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We had to cross a COVID-19 border check at Goondiwindi to go into Queensland. The transport officials looked at our border pass and license, admired Catherine and sent us on our way, without any problems at all.



As we had not been to any Covid hotspots, we were not requested to isolate for the two weeks when we returned home.

We took the road through to Toowoomba, which goes from Goondiwindi through Millmerran to Toowoomba and then down the range.



We were told this road was smooth, but I'll let everybody know that it was the worst A class road on our total trip to Perth and back.

Once we crossed the Pine River we knew we were nearly home.



Looking back.

From Rod

Including the trips up the road for food, fuel and necessities at each destination, and finding our accommodation, we'd travelled just under 12,000 kilometres.

In that 12,000 km we used approximately 1400 L of fuel and completely wore out a set of tyres. The tyre wear was quite even and not unexpected; the tread just kept on disappearing as we did the kilometres. Thankfully we had no flat tyres! This seems to be the case with all manufacturers of tyres for vintage cars in that the tyres are not built for very long distances, and the total kilometres expected from the Excelsior radials on Catherine, I estimated to be less than 18,000 km.

Catherine consumed 3 L of oil for the total trip and running on fully synthetic Penrite 10/50 oil, there was no discernible oil discoloration or deterioration in oil pressure for the total trip. I was concerned about using full synthetic oil, that it may have been too thin for the engine, but the oil pressure, if anything on cold mornings was a little too high.

On arriving home, Catherine had a debug, bath and a total clean. She was placed up on the hoist to check everything was OK underneath, and to my surprise everything was absolutely perfect, just like when she left to go to Perth some 12,000 kilometres ago.

From Sue

My heartfelt thanks goes to my husband/ driver/ cleaner/ mechanic, who spent a great deal of time to preparing Catherine for her long journey and to make it such an enjoyable experience.

Catherine has amazed me beyond my expectations, and she has proved not only to be mechanically impressive, but very comfortable to travel in over those vast distances.

I can only hope that when I'm 81 years old, I'm looking as elegant and incredible as she does and that I have the stamina that she shown!

Thanks to all those Australia-wide club members and friends that wished us well on our trip, and also to all the people that put in the effort to spirit us along the way with their comments and assistance. To all the Jaguar members in Western Australia who attempted to put on an exceptional rally, our heartfelt thanks, and I'm sorry that Catherine wasn't able to be a full participant in the planned events.

Jaguars Break Isolation

Lloyd's Chassis Based Register Lunch

by Barry Cooper

The first outing for Jaguars after easing of the restrictions on group gatherings happened on Friday 6th June when several Jaguar cars and owners met for lunch at Colleges Crossing in the Ipswich suburb of Chuwar. The run was initiated by Lloyd on behalf of the Chassis Based Register. The café was quite busy upon arrival and it looked like we would have to meet in the park to ensure that maximum numbers were not exceeded in the café. Fortunately, while we were ordering, the numbers cleared and we were able use the tables. Conversations of course included discussions of how did people cope with the restrictions. We must be an insular lot as most were not severely impacted in their daily routines but many travel plans were disrupted and there was general agreement that the interaction with other Jaguar owners was missed. The perfect winter weather and the good company meant that lunch was an enjoyable drawn out affair.

Comparing the E-Type styling with the XK120s I wonder whether there were then comments that the "E-Type doesn't look like a Jaguar", as happened when the current X351 Jaguar XJ replaced the earlier XJ sedans?



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Queensland Jaguar Driver

Scavenger Hunt – Winners

Vice President Perry & Regalia Officer Helen draw the winning name.



Thank you to all members who participated in the May/June Scavenger Hunt Competition, the winners were:

1st Place \$50.00 Lyn Wolzak Mackay/Whitsundays Register

2nd Place \$25.00 Bill Atyeo Darling Downs Register

Congratulations to you both.

Lorraine Givney has kindly put together another Scavenger Hunt for this issue, so enjoy and good luck to all who enter.

Answers can be sent to Editor in an email without using the form. Good Luck.

JDCQ Member's name:	Question	#	Answer
1	What were the three <u>surprising</u> reasons for Mr M's call to June?	1	Mr M called to say that magazines has arrived, to thank June and to apologise for late communication
2	Name the WBB Register March event	2	"Shed Day"
3	What service is Jaguar the only manufacturer to offer?	3	Change out the internal battery plates in the 1 Pace
4	Who do you call to reserve library books?	4	Ray Hodges
6	What type of rocks were avoided by members?	5	'headache rocks'
7	Who travelled from Kingaroy for the picnic?	6	The McAuliffe's and the Burkins
8	Where was the Darling Downs Register's lunch?	7	Madidenwell Pub
10	How much is the base share paid to each register?	8	\$500
11	Which models were the "couple of special, red cars" at St Valentine's Day?	9	An E Type and an XK
14	What was "first on the agenda"?	10	Morning Tea
15	What developed on the left-hand front mudguard of the Mk1?	11	Small blisters in the paint
20	How many versions of the mascot graced Jaguar bonnets from 1938 – 1970?	12	3 versions
22	What is "the trouble with wide rims and modern low profile tyres"?	13	A flat tyre is not as noticeable as it used to be
23	What does the Monocoque Register have planned for October 2020	14	TBA
25	Where does Wendy advertise all JDCQ runs?	15	JDCQ Facebook page
25	How many new members did Stu welcome in this edition?	16	13
26	How many hangars were there to browse through?	17	4
27	Where did the Racing Red XJS compete?	18	Morgan Park, Raceway, Warwick
28	How many member's Jaguars were at Garage 25 that day?	19	Jaguars
30	What colour is the JDCQ bucket hat?	20	Dark Green

Queensland Jaguar Driver

Scavenger Hunt – Competition

JDCQ members are invited to participate in Scavenger Hunt # 2. Those who would like to enter simply hunt through the May – June 2020 edition of Queensland Jaguar Driver to find answers to the questions listed below. By submitting your answers, to Editor June Whitehouse, before the 20th of August 2020 you will be in the running for two prizes. Members who get 100% right will go in a draw for first prize of \$50. After that has been drawn, all entrants, except the first prize winner, will be included in a draw for the second prize of \$25. Winners will be announced in the September – October edition. Happy hunting!

Note: One entry per membership. Competition not open to JDCQ Executive Committee Members

JDCQ Member's name:			
Page	Question	#	Answer
1	Who did June prepare a tribute to?	1	
2	What have Jim and Maureen been selling?	2	
4	What monthly meal is Robin missing?	3	
9	How many Gold Coast Register photos are on this page?	4	
11	What prevented the Jaguars from finishing the Goodwood race in 1953?	5	
12	What does an early reply ensure for the peak Crossing Day in the Country?	6	
13	How many JDCQ members are there?	7	
13	What is Margaret learning to do while in lockdown?	8	
14	Name the colour of John Newton's 1969 E Type	9	
15	What year did Capricornia Register start?	10	
19	Which car took Justin to his semi-formal in year 11 of high school?	11	
21	What is the title of the library book featured by Ray in this edition?	12	
22	What time did Rod and Sue arrive at a motel in Griffith?	13	
24	Name the destination on Sue's birthday	14	
27	What does Percy sound like?	15	
29	Name the WBB Register picnic lunch site	16	
31-32	What piece of 'bling' has just been shouted for the MK 1?	17	
34	Name the two colours of club metal grill badges.	18	
38-39	How many <u>registers</u> are there in Qld?	19	
42	What do members need to do if we are interested in buying a cloth club badge?	20	

REMEMBER to submit your answers to June. You can photograph or scan the page – with your name written at the top – and email to editor@jagqld.org.au before 20 August 2020

'IF A CAR COULD TALK' BY BRIAN FOSTER (TARGA TASMANIA 2008)

There I was, enjoying my retirement in a corner of a workshop, far away from the hustle and bustle of everyday life. Then one day, just about 18 months ago, some dude comes along and without us even being introduced, he kicks my tyres, lifts my bonnet and runs his eyes over my - well let's just say it can be quite embarrassing for a refined English Lady such as I to have some Australian snooping about under my hood — and before I know it, these 2 “gentlemen” are shaking hands and I am sold into slavery once again.

Oh sorry, let me introduce myself (as nobody else will!), my name is SAJJNACX3CC129555 which I am sure you will know reveals that I am (in your language) a 1985 Jaguar XJS Coupe, Right Hand Drive etc., etc. The paint code says I should be white but after 22 years there is a bit of all sorts in my colour scheme. Having been sold again, against my will I might add, I decided to play hard-to-get so when they wanted to move me to my new “home” (dungeon more like) I refused to start so they had to drag me outside into the bright sunshine (I wasn't ready for the glare and so my eyes started watering) and quite unceremoniously shoved me onto a rusty old trailer. Worse was to come, the tow car was an old Ford (shock horror) and no matter how much I tried, I simply didn't weigh enough to prevent it moving off — and so I trundled off to my new quarters.

Well my new quarters weren't too bad I have to say — away from the city fumes in the Lower Blue Mountains, I thought to myself I wouldn't mind cruising sedately around here as a refined English Lady is happy to do. Maybe it won't be so bad after all — if only I knew then what I know now I would have quaked so much all my rivets would have dropped out.

Hindsight is such a wonderful thing...

One day a couple of blokes came into my dungeon — er sorry, my garage — and started talking about me in rather loud voices. “Yeah mate, I just got this old girl (is he referring to M01??) for a coupla grand and I'm thinking of making it into a cheap (how dare you — I am NOT cheap) track car.” Now I have led quite a sheltered existence (being a refined English Lady) so didn't know what the term “track car” meant — I was soon to find out. If you are going to be a “track car” then you can forget about cruising through the Lower Blue Mountains and going on picnics and leisurely drives in the country with the Jaguar Drivers Club and other nice people. Being a track car means that some “gorilla” rips out your innards, those lovely soft leather seats in the rear that nobody has sat on, all the lovely trim, all that itchy wiring — they rip it all out and then some other “technician” (p-l-e-a-s-e) climbs in and starts bolting in these huge girders — I thought it was the Sydney Harbour Bridge being reassembled inside my beautiful flowing lines. One of the gorillas said it was a roll cage or something like that (to keep the animals in, I suppose) and then to cap it all, my lovely, supple, comfortable front seats were taken out and discarded and some blue steel monstrosities fitted in their place. Add in enough webbing to tie up the Queen Mary (another refined English Lady much like myself) and I think you get the “inside story”. If

you thought that was bad enough and hard to bear, wait until I tell you what they did to my “bits under the bonnet”. All my life I've heard other life forms waxing lyrically about how impressive my V12 sounds, how smooth my gear changes, how gentle the ride, and I have never EVER heard anyone complain about my rear end. Imagine my surprise when a couple of them come along and rip out my V12 and all its add ons — and then stick in another V12 which had had some of its innards gouged out (it must have been like liposuction for a V12) to make it a 6 litre. My smooth 3 speed mate dumped in landfill to be replaced by a (rather good looking I must admit) 4-speed thingy and worst of all they decided my rear just wasn't up to much and put in a 4.11:1 diff with LSD whatever that means (I thought the original was very fine thank you — I'd never had ANY complaints in the past, quite the reverse I might add).

Not satisfied with all that, then the bloke and his mates decided to redesign the radiator, change the steering wheel and the rack (it was stretching my patience!) different exhaust whatsits. However, I did like the new wheels and those special tyres from Japan, Hiroshima Advans or no, it was Yokohama (I knew it was a city in Japan and not Tokyo, they make Proxies). They said they put in special bits to stop the car on a sixpence, but I don't know anything about that — I am after all a very refined English Lady who has had her heart ripped out...

About 12 months ago, to my blessed relief, the slavedriver who bought me decided he didn't want a “track car” anymore. Great I thought, my lovely interior will soon be refitted (maybe it had been refurbished, softer, smoother, I love the smell of new leather...) but no, I should have known better. Him and his mate decided they were going to do Targa Tasmania - whatever that might be - and by the way I kept hearing them go on and on about it, I knew it wasn't going to be very nice for me. What an understatement.

In preparation for this Targa, I was dragged behind the old Ford (I was so glad that none of my friends could see me) to some Creek or other and made to perform like a circus act. I was amazed to see SAJJNACX3LD129541 looking like she was on steroids or something with great bulging wheel arches and number 39 on it (funny shade of green — that wasn't your original paint code, eh girl??) and one of my distant cousins SAJJNACX3CC127345 — she looked lovely in red — being made to perform too. The slavedriver had me running at nearly 200kmh — I'm not supposed to do that at my age you know - and then he got upset when I threw out all my coolant (I admit it was a bit of a tantrum but I was being ill-treated) and he had to take me home early.

Even then he wouldn't give up and another time took me to Oran Park (I thought it was a housing estate but then again, what do I know?) and back to this Creek place. I'd be prodded and poked in some places I didn't even know I had afterwards — although I must admit I was beginning to like all the attention I was getting again.

What's all the fuss about?

A few weeks ago the slave-driver and his mate got all excited and started to stick stuff (decals they called them — I've never heard of them before) all over my lovely bodywork and then I was bundled onto the rusty old trailer yet again and, yes you've guessed it, was dragged out of my cosy little house (I had brightened up the dungeon a bit with some flowers and new wallpaper) behind that bloody Ford. When that had happened before, I was either driven to that Creek or sometimes sent north back to my retirement village but this time I could sense we were going south — a long way south. Before I knew it, I was being driven onto a boat — I've never been on a boat before and nearly boiled my brake fluid I was so excited. Maybe I would see the Queen Mary or some other refined English Lady.

As night fell, the boat headed out into the ocean and I was off on a huge adventure. I made sure that the Fiat 500 which was up the front kept a good lookout for icebergs, I didn't want to end up in a movie where I ended up getting wet but I was very surprised that come the next day and that was it, I was driven off the boat (someone called the boat a Fairy but I don't believe in Fairies!!). So here I was, an overseas holiday for me at long last — I had waited all my life for this, and I was determined to enjoy myself.

I was well attuned to my surroundings by now and just about every second word I heard from all the life forms was Targa-this, Targa-that, Targa-the-other. Whatever this “Targa” thing was, it sure had them hopping. The slavedriver took me off to be looked over by some scrutineer (Ed) who gave me the all clear. They only had to ask me, and I would have told them I was perfectly healthy and “OK to Start” - and so my overseas holiday began.

I only have 2 seats now thanks to the cannibals who attacked me earlier and so the slavedriver and his really, nice friend the co slavedriver set off to something called the Prologue in a place called Georgetown. They drove me into a field which I had to share with a lot of Germans of all ages (Pooches or something like that), lots of giggly Japanese who hiss and pop (Mitsuhousis and Suberrys), some sweet looking red Italian things (Furrrys I think they called them) and way over in the distance I could make out a couple of other English Ladies, not quite as refined as me as they were just a simple Mark II, an XJ6 (when they were new they called themselves XJ Sex — ha ha not anymore!!) and some old girl that was called an EEEEEtype (I've seen one of them in a TV ad for chocolate bars).

Slavedriver and his (handsome) mate drove me out of the field and lined me up behind a smelly German who suddenly took off in a cloud of smoke and tyre squealing. I was about to shout something about watch out for the corner ahead, but he was already round it and off into the distance. Idiot — but as I don't speak German anyway, he probably wouldn't have understood me.

On the mainland where I usually live, we often must



SAJJNAX3CC129555 IN ACTION IN GEORGETOWN

wait at traffic lights (red) and wait and wait and wait until someone at the RTA turns the lights green and then we can proceed with caution. The lights overseas are very strange — we were waiting at the lights and I was expecting them to go green and then I would set off — but first one red light came on, then another, and another — I counted up to 5 and then they all went out. I have never-EVER been kicked up the backside like I was when these lights went out. I thought the Mack truck behind me had given me the boot down the road. Meatloaf is one of my favourites and I love “Bat out of Hell” — I had never understood the meaning, until now.

We took off like a “Bat Out of Hell” and no matter how much I tried to slow us down, the slavedriver, encouraged by his mad friend screaming instructions at him kept his foot to the floor and we scorched off ON THE WRONG SIDE OF THE ROAD. Couldn't the mad fool see the policeman at the corner?? Try as I might, I couldn't get the crazy pair travelling along inside to understand that they were speeding and heading for disaster. The GPS was shrieking at us “you are going over the speed limit”, but then it must have begun to doubt itself (nobody does 160kph in town past a school, do they?) and shut up for the rest of the day.

It was unbelievable, humans were everywhere shouting encouragement, waving flags. We went shooting across main roads, the wrong way around roundabouts, not a care in the world. I had waited a lifetime for something like this and here I was, performing as Sir William (all stand for the National Anthem) intended. But then, in just over 3 minutes, it was all over. It was very nice whilst it lasted but don't call us, we'll call you. I'm sure in our time that each of us have thought it was all over too quickly — that's what it was like for me. No sooner was I warmed up and ready than it was finished...

That night I was parked in this big shed with all the others and heard just about everyone complaining in different languages (mainly Pidgin English) how it had been a bit of a damp squid — except for one German who had decided to go bush into someone's garden (BMW2002 crashed out on the 2nd corner — Ed). Some of the smart-alecs who had been here before were saying, rather smugly, that this was merely a foretaste and we would soon separate the men from the boys once tomorrow got underway (what about us girls?!). Yeah yeah yeah...

I thought yesterday was day 1 of my overseas holiday but was told by a rather snooty Lancia to forget yesterday, and that today was day 1. And what do you know, it happened again. I was stopped at these funny traffic lights (I thought it was something I was

smoking that made me hallucinate) and once the lights went off, Mr Slavedriver would plant his foot to the floor, Mr Co Slavedriver would start reeling off all these numbers (100 metres, 4 left, over crest, go like hell, 50 metres, 3 right — I said 3 RIGHT!!!) and we would sing Meatloaf all the way until we came to a smoky halt further up the road. After about 4 of these stages they called them, it was becoming quite exhilarating and I began to look forward to the next one. ALL RIGHT!

I should have known, after 22 years you have a sixth sense, and I just knew it would end in tears. We had set off from the traffic lights for about the 5th time that day and the road was very bumpy. I tried to get a message through to slave-driver when I detected some bad undulations in the road surface ahead, but too late, we banged down hard on the road surface in an area even I knew was not supposed to be banged and next thing I know, I can feel hot oil oozing out and making me feel a little dizzy, decidedly uncomfortable and not very refined English Ladylike. But it seemed as if the crazies inside the car didn't know as we just kept hurtling on down the road as if nothing had happened, whilst my lifeblood slowly dripped away.

We stopped at the next set of traffic lights and in my peripheral vision (it helps to have 4 headlights!) I could detect a human coming across to stop the slavedriver from moving off. Too late, the lights went out and he stamped his foot on the floor — I felt a warm surge across my nether regions, but we were off again. I decided I would make sure they knew I was in pain and managed to divert the spray of life blood onto the hot pipes which really caused a stink — they couldn't pretend they didn't know I was haemorrhaging now... Following some scrabbling around under my bonnet, they gently coaxed me back to the big shed where the bloke who used to own me helped me out of my damaged underwear and sometime during the night, got me all fixed up and re-oiled ready for day 2.

Day 2

Oh, what a lovely day. I was still a little smelly from being coated in oil, but the repairs were holding up quite nicely and I was eager for a bit more 'oomph'. I was now getting used to the sequence of events, line up behind a German, wait at the funny traffic lights and when they went out, go like hell. The loony in the left seat would bellow instructions to Mr Slavedriver and somehow, we'd get to the other end still in one piece.

That was all very well until we got to somewhere called Weldborough Pass. Just before we lined up, this time behind a young English Filly with no roof (Morgan — Ed) and off went the traffic lights and away we went. But the booming, throbbing, yabbadabba-doo I had become accustomed to became cough, splutter, cough, bang, splutter. I was so thirsty, but no matter how much I sucked on my straw, nothing was coming through — anything that did tasted foul and I would spit it out. We ground to a halt and I didn't think it was in the right place with the 2 blokes inside not very happy at all (I think one of them even kicked one of my tyres — of all the nerve!). I'm not as young as I used to be, and being mostly mechanical and metallic, I do tend to rust a bit as I get older. Alas, some of my rust scale had come loose and my fuel

filters were all clogged up and the Red Bull and Vodka that I run on couldn't make it through — and everyone knows I can't (won't) run without it.

It was really nice parked beside the road whilst all my new friends from the Big Shed went rushing past, some of them even had time to toot a greeting, but soon, they had all gone and we were all alone, me and the 2 grumps. It took us about 2 hours to kangaroo hop through the stage and we ended up meeting the same guy who had tidied up my undies the night before. This time he had to rummage round in the trunk instead of under my bonnet and put on a new this and that (fuel filter and fuel pump — Ed) but soon I was tasting the Red Bull and Vodka and we were ready to rock once again. However, it was a false dawn as about 40ks down the road the delicious mixture started to taste funny again and we spluttered home for the night.

Mr Nice Guy and Mr Grumpy worked most of the night and took off my surge tank (it's a bit like a hip flask for the Vodka and Red Bull and I usually take a nip out of that instead of out the big bottle) which they got fixed the next day. Meanwhile I was ready for day 3.

Day 3

Another great day, lots of sunshine. Where was all the bad weather I had been promised? I had heard the smart-alec Pooches and Furrrys saying that today was the ball-breaker day (did they mean my ball-bearings?). We went to somewhere called Merseylea and nearly fell off a wooden bridge when the wheels left the ground — I often get high but never knew I could fly — and then we were in a place called Devonport. This is the place that the Fairy (ferry — Ed) comes to and I could see it's smokestack just over on the left. But this wasn't a social visit as the traffic lights went off and we did the bolt through the streets at 160kph to the unbridled joy of all the juveniles lining the streets. Fortunately I was able to guzzle the Red Bull and Vodka without any hindrance today and my 2 travel companions seemed far more relaxed and less likely to kick my tyres (which you may be surprised to know does hurt an old refined English Lady like me quite a lot!). The nice one who sits in the left-hand seat even polished my headlights for me at the lunch stop — he's such a nice chap.

We did a few more of the stop/go thingy's and then drove back to the big shed — I was surprised to hear a number of the big Americans puffing and wheezing and complaining about their Stone Bridges being worn out — my Hiroshimas (Yokohamas — Ed) were just fine, thanks.

It was quite a lot of fun tonight as Mr Slavedriver drove us down into the town centre (and I saw REAL traffic lights again) and we were parked in the middle of the road. I was scared at first until I saw all the Germans and Japanese and even the odd English car all parked nearby. Someone said it was Targafest (sounds a bit German to me where they drink lots of Bier) but lots of humans gathered around and then I suffered the indignity of human cubs writing on my boot lid — but you'll have to go to www.car703.com to find out more about that and why they were doing so. Oh yes, and the nice man refitted my hip flask overnight, so I didn't need to drink my Red Bull and Vodka from the big bottle and slop it all over the place...

Day 4

All the other cars who had been on this sort of “jolly” before were very excited at the start of day 4 as there was something called Cethana going to happen (some of the Furrys even said Cethana in a dreamy sort of way as if it was going to be some kind of erotic experience). “Ahhh, Cethana” they would say in their husky mid-engine way — were they trying to psyche me out?

Well I will admit that it was rather nice, climbing up



CETHANA

so high in the bright sunshine you could see for miles — if slave driver had let me, but he insisted on pushing his foot to the floor and I've said all I am going to say about the Mad Fool sat next to him shouting out some unintelligible codes and giggling like a demented schoolboy. Here I was hurtling along at speeds that made me rather uncomfortable, with the Grim Reaper standing with his wrecking ball and parts catalogue at every corner, and this lunatic is encouraging, some would say demanding that slave driver go quicker still. I must admit it was funny when we caught up with that Mini-Cooper and gave it a R-E-A-L fright when we surged past. He came and sidled up alongside me at the lunch stop at Burnie and started making excuses (in German, well it is a BMW I suppose) about how I would never have caught it if it wasn't for the chuckers-over (shock absorbers — Ed) punching a hole in the front wing. Yeah yeah yeah, heard it all before — admit it Mini, this V12 was simply too much, too punchy, too good for you. Hah!

We went on to Strahan, a tiny little place on the coast (all together now! 'Oh I do like to be beside the seaside, oh I do like to be beside the sea...') where a couple of seagulls decided to build a nest in one of my exhaust pipes (they didn't really, I just made that up) AND, we had to park outside under the stars. It was quite something really being tucked up next to Ms Morgan, and a cute MG who gave me his chassis number if I want to look him up on Revs after the event... That night the locals, who don't have a lot to entertain them throughout the year, put on a firework display. Sydney Harbour on NYE it wasn't but they did try, and I thought it was really very nice.

Day 5

I was quite enjoying being a “racy little madam” instead of a “Refined English Lady” and today was going to sum it all up. It had been a bit dewy overnight so the lunatic from the left hand seat had to spend ages caressing my flowing curves to get me dry (and so they could see out of my windows) — but my V12 heart burst into life at the first press of the start button (turn of the key, actually — Ed).

My electric windows had packed up completely which meant that my doors had to be opened each time to pass the bits of paper from one group to the other

(exchanging phone numbers I expect) and I said goodbye to Ms Morgan and the rather boisterous MG (who had kept me awake half the night with his asthmatic wheezing).

A blast up the hill out of Strahan was the first item for the day. In my previous, conservative life, Sundays were for church visits and a nice run in the country with those nice Jaguar Drivers Club people, not some suicidal drag up the side of a mountain climbing out of Queenstown. Left-Hand-Loony plumbed to new depths of manic joviality, laughing in the face of danger as slavedriver piloted me between rock face and 5,000 metre sheer drop. My Nagasakis (sigh - Yokohamas — Ed) were screeching like a banshee as we climbed higher and higher, slave-driver wouldn't let me out of second gear so my heart was r-e-a-l-l-y thumping when we got to the summit, just a tad breathless. However, I must admit that it was very exhilarating for an old girl like me — can we do it again please? Pretty please?!



BETWEEN A ROCK AND A HARD PLACE IN THE CLIMB OUT OF QUEENSTOWN

No sooner had I got my breath back that we were waiting at the funny traffic lights again (even out here in the middle of nowhere). Loony was telling slavedriver that there was fog ahead — I don't much like fog so I wanted to take it easy, but this pair of demented fools would have nothing of it. Vrooom... off we went again on the longest stage of the event, Mount Arrowroot (Arrowsmith — Ed, Arrowroot is a biscuit) which wasn't as terrifying as it sounds. Sure, it is 47km in length but it's a bit of a pussy for a Big Cat. And the fog was just the odd patch of mist as well.

It's a long way from Strahan to Hobart and I was running short of Vodka and Red Bull. I was meant to sip it but I took great gulping draughts of it when we did the Queenstown thing and then Mount Arrowroot (Arrowsmith — Ed) (whatever - Moi) and we had to stop and just get vodka, as they didn't have Red Bull. Slavedriver had this little hip flask of his own and tipped in some Millers Gin which was just about good enough to keep me going and so we skipped into Hobart.

Here we were in the city with real traffic lights again and we were unleashed through the gardens. We'd been uphill and down dale, and here we were in the middle of the Capital City on the roughest piece of old tarmac we had seen. We rattled and shook our way through and there at the finishing line was Mrs Slavedriver and Mrs Left-Hand-Loony with champagne glasses in hand leaping about as if we were the winners. Of course, they said the nice thing and told all 3 of us that in their eyes we were the winners. Ah...

isn't that nice.

We drove round to the finish at Wrest Point Casino where we promptly lost all our prize money on the pokies. The two inside got a nice pewter medal for finishing the event, I didn't even get an oil change. That's gratitude for you...

Cast in order of appearance

CAR703 SAJJNACX3CC129555

Brett Thomas Previous Owner/Nice Man
(Thomas Jag - 02 4957 8998)

Geoff Bott Slavedriver

Brian Foster Handsome Navigator/Left-Hand-Loony

Wrap up

CAR703 wasn't just about the Targa Tasmania but she was instrumental in raising funds and awareness

for the Oncology Childrens Foundation which is an organisation funding research into the cancers which afflict young children. In the story at Targafest there was an invitation to go to the CAR 703 website to find out what the kids and their parents were doing. We allowed people to sign the boot lid in exchange for a \$2 coin — which means we had a lot of people travelling with us. Prior to Targa starting we had the other competitors sign the bonnet and the local TV cameras were there to record what we were doing. We managed to raise \$27,000 for the Oncology Childrens Foundation. We were very proud of that effort.

Targa is a team event if you run on pace notes where the navigator trusts the driver to stay on the black stuff and the driver trusts the navigator when he tells him to hurtle over the blind crest ahead with foot to the boards as the road goes straight... So, when you do Targa, not only do you need a good, well prepared car, a good driver but you also need a great navigator...



YOU CAN JUST ABOUT MAKE OUT THE SIGNATURE ON THE BONNET AND BOOT LID - \$27,000 WORTH!!!



**MR SLAVEDRIVER (GEOFF BOTT, LEFT)
— MR HANDSOME NAVIGATOR (BRIAN FOSTER, RIGHT)**

JDCQ Central Queensland- Capricornia Register

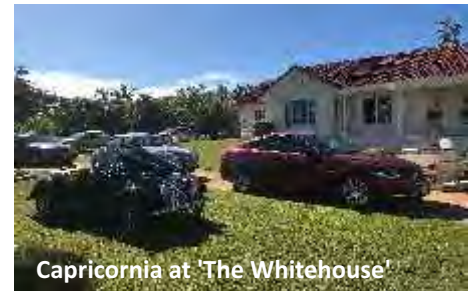
Capricornia goes to The Whitehouse

Written and photos by Lorraine Givney

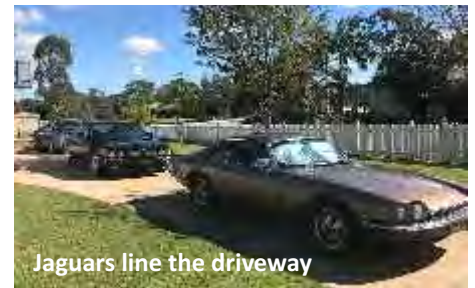
When Paul and Judy Brooks built their blonde brick home, which backs onto the Yeppoon Golf and Country Club, neighbours noticed their Californian accents and it was only natural that this lovely home became known locally as The Whitehouse. On the 21st of June, Capricornia members were delighted that COVID-19 restrictions had been lifted sufficiently for twenty of us to gather – we snuck in just under the limit with nineteen in attendance to enjoy the generous hospitality of Judy and Paul at 'The Whitehouse'.

Jaguars ranging in year from 1968 - Jim and Roylene's Mark II, to 2012 - Gerry's XF, along with Trevor Andersen's MG, TF and Lyn Harrower's Alfa Romeo, Spider lined the driveways. Paul's magnificent 3.4 litre, 4 Speed, Mark II was the subject of some well-deserved admiration. He bought the Mark II on ebay in 2006 and restored it over the following seven years. The paint colours are Mazda – Venetian Grey on the bonnet, top and boot with Excel Grey on the remainder.

Nature turned on a glorious blue day, Judy and Paul kindly provided a delicious morning tea and conversation was animated as members made up for the months when we'd been unable to gather due to coronavirus control measures. As a Register, we dared to discuss future plans (fingers crossed re COVID-19 control) before enjoying lunch in the verdant ambiance of Paul and Judy's garden. Lyn Fisher kindly sold tickets in a raffle prize donated by Marlene and Chris - Marie was the happy winner this month. By mid-afternoon, members started to drag themselves away from this idyllic setting to return home, warmed by a lovely day of sunshine, sociability and superb Jaguars.



Capricornia at 'The Whitehouse'



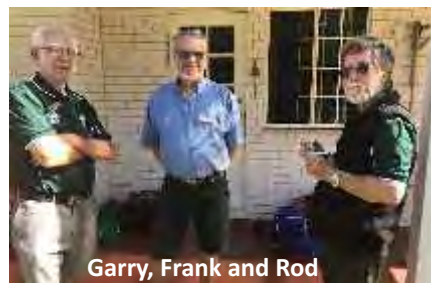
Jaguars line the driveway



Paul's Mark II, 3.4 Litre, 4 Speed



Robyn and Judy



Garry, Frank and Rod



Delicious morning tea



Lyn Fisher kindly ran the raffle



Marlene, Ros, Frank and Marie



Nearly lunchtime



COVID-19 precautions in place



Shiny under the bonnet too



Judy protecting her Register shirt



Paul and John



Marie with her raffle prize

JDCQ Darling Downs Register

written by June Whitehouse
photos by Terry Whitehouse



On Sunday 14th June the members of the Darling Downs Register met up for our annual poker run and AGM. It was our first outing since the restrictions started and we were all looking forward to it very much. We met at Lake Apex in Gatton and fortunately had the large sheltered area to ourselves. As the rain started to drizzle, we had morning tea and shared cakes and biscuits. Bruce and Jeanine had organized the day and after we drew our first poker game card, we had the trivia quiz that Bruce put together, it had us all guessing, every correct answer won a mini chocolate bar. After some more chatter we drew our second poker card. As the rain started to get heavier we set off to Perry and Helen's place to have our AGM and later some lunch. We had more coffees as we settled down on the patio that had been beautifully prepared for us, we even had two Jaguar flags up, and more choccies on offer. An attempt to start the meeting was made but had to be abandoned for us all to move inside the house, as the rain, by this time, had become so heavy that we couldn't hear each other speaking. After the meeting and our raffle, which was organized by Kay, we drew our last three poker cards, before returning outside, to a much calmer steady rain and lunch. It was great to get together again and catch up on our news and make a start to get back to normal. A big thank you to Bruce and Jeanine for organizing the day, Kay for the raffle and Perry and Helen for making their home available to us all.



Three heritage sites at one location – do you know about them?

Join your Jaguar driving friends and discover the story of this Eagle Farm site from convict women's prison, through early aviation events to wartime support base and International Airport.

The story of this site is of interest to everyone. We'll hear from the person who identified and has conserved this area.

When: Sunday 19th July 2020

Time: 9.45am for tour 10.00am

Where: 87 Schneider Road EAGLE FARM

Meet: carpark of the Interpretative Centre – Ctrl + click for map

<https://goo.gl/maps/6MP542SWwnLx6cdV8>

Please bring: BYO picnic and chairs for late morning tea/lunch and natter on the lawned area of the park. The on-site café does not open on weekends.

Please note that COVID-19 Restrictions applying at the time may require more than one tour.

No need to RSVP but if further information is needed please contact Barry & Joy Cooper 0419 732 091 or joy.cooper@cooperation.com.au

“On The Road Again” Chairman's Weekend Away

The Gold Coast Chairman's Weekend Away

is planned for

28th – 30th August at a cost of \$520 double or \$380 single.

The cost includes accommodation for two nights, a hot breakfast with choices (no buffet) each morning and two course dinners for two evenings.

Due to the current restrictions there may have to be two sittings for meals (limit of 20 people in the restaurant). The motel was chosen for meals as there are no large venues open in Kingaroy at the present time.

Members will be meeting at Arthur Earle Park Nerang at 8.30am for a 9.00am departure and the drive up is planned as a leisurely run on inland roads with lunch at Somerset dam.

Members are to bring BYO morning tea and lunch on the Friday as there is unlikely to be any venues open.

No place has yet been booked for lunch on the Saturday as even the RSL and pubs in Kingaroy are not open at the moment.

This however will be followed up. Once settled in our motel, trips have been planned to the historic museum, art gallery (if opened) and the lavender farm. All these have no admission fees.

If members wish to explore the surrounds on their own there are several drives of approximately 2 hours. There are also several wineries in the area that were recommended.

Currently 25 rooms have been booked at the Burke and Wills motel in Kingaroy with more available.

Attendance confirmation and payment is required by 31st July.

Payment is to be made to the GC account at the Bank of Queensland BSB 124-001, Account No. 10224513.

Please ensure you advise who is making the payment.

For more information and confirmation of attendance please contact Di Cooper on 0411 176050 or David Willmott on 0408 455249

PEAK CROSSING

Sunday 30th August 2020
A DAY IN THE COUNTRY



Members of The Jaguar Drivers Club of Queensland are invited to an "Invitation Only" Charity Day on Sunday 30th August 2020 at Peak Crossing from 10am onwards hosted by the Jaguar Drivers Club of Qld.

Neil and Jenny Summerson will again generously open their property for this event with all funds raised going to The Rotary Club of Fassifern Valley.

This is a unique opportunity for invited car clubs to mix with other like minded car enthusiasts, without general public, to view a diverse range of vintage, classic and inspirational cars whilst supporting a great charity.

The Rotary Club food van will be serving refreshments and a bbq lunch at reasonable prices. Your support of their efforts is greatly appreciated.

A coffee van will also be available.

Entry fee at the gate will be a donation of \$25 per car.

Please RSVP before 31st July 2020 to:

Contact: Tony Nelson
Email: eandfyperegister@gmail.com

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

Once registered, expect an email reply from your marque coordinator around mid August giving address and timings etc.

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 date or details.



We thank members who have previously registered for this event. If you have received your confirmation email and we are allowed by our governments to create this event, you will be sent the information email in mid August. If we are not allowed, you will be the first to know.

Due to the great response from members registering for this event, registrations are now only being taken with the member knowing their details will be put on a waiting list. If space becomes available, we will be in contact with them using the date the registration email was received, as the reference.



All British Day Brisbane 2020

Dear British Car Enthusiasts,

The committee for All British Day met on Friday 19th June to discuss ABD 2020. The decision was made to cancel this year's event due to the uncertainty surrounding the public health and event regulations that may be in force during the latter part of this year.

We believe that this is the right decision considering the circumstances occurring in Victoria where the regulations are being tightened again in response to an increase in community transmission of Covid 19.

The All British Day Committee and the MG Car Club of Qld Inc. would like to thank British Car Owners and Enthusiasts for their ongoing generous support to All British Day.

All British Day is one of the most popular events of the British Car Enthusiast calendar in South East Queensland. The event is run as a non-profit event with surplus funds donated to charity. In the last eight years, \$72,000.00 has been donated to worthy causes such as QMIR Berghofer Medical Research Institute and RACQ Careflight.

We look forward to seeing the cars and enthusiasts in 2021.

For further information please refer to contact details on the website.

Regards Max Johnson, David Robinson and Ross Kelly
All British Day Committee MG Car Club of Queensland Inc.

JDCQ Mk2 Burlings with Robin Todd

Geri Underhill, a name known well to all the long term members [notice how I used a more PC style of wording rather than saying "Older Members"] of the JDCQ that attended those fabulous Australia Day gatherings at Jeff & Geri's home by the lake at Capalaba. Passed away in May of this year. She had not been travelling very well since the death of Jeff but she did manage a short trip to the UK late last year to see some remaining family.

The very first JDCQ Event we ever attended, other than the Monthly Meetings, was an Australia Day picnic at Jeff & Geri's place. I had been talking to the then Mk2 Register Secretary, Syd Robinson [I think I got that right] who one could I believe fairly rightly call a "character" and he suggested we attend so we did. After finding the address and studying the map very carefully we found it was just over the hill from our new place. We duly arrived at the front gate and debated should we go in as there were no other cars parked outside but after serious analysis of the situation we decided to drive in rather than walk which was a really good decision as the driveway went on for almost ever [especially if walking] so after a drive through lush undergrowth we arrived to find the place was not the typical suburban block like the one that we called home. The vista we came upon was an absolute sea of Jaguars parked on the lawn fronting the lake or dam or whatever it was but Jeff used to call it a lake so that was good enough for me. We found Syd easily enough from his description of himself [tall, slim, blond hair and a very English accent] He was talking to another couple and invited us to join them. It was, of course Jeff & Geri so we had a wonderful time and stayed on till very late. We also went on to meet up with another bloke who was to become "me ole mate Bill" who if I remember was a bit preoccupied because he had bought along his maroon/red Mk1 and it had developed an oil leak somewhere between the motor and the oil pressure gauge. Not something to make one the happiest of souls especially as home was way over the other side of Brisbane but that is a talking point for next time we meet up again.

Jeff & Geri were not at all precious, he was very Australian and usually about as subtle as a blunt sledge hammer. Geri, although they had lived here for some time, till retained some of her English accent and humour. She liked to do the thing commonly known as "taking the wee wee out of someone" and unfortunately there were some people who decided to be offended. One day over a glass or two of something I asked her why she "picked on" me. She replied because you like it and give me back even more, which sounded fair enough to me.

We used to meet up with Geri fairly frequently down at the shopping centre, which is not really unusual if both parties do their weekly shopping at the same time and on the same day. We would have a cup of coffee and a chat. Shopping was not really Jeff's scene. Every now and then Geri would give us a bell and suggest that the sun was over the yard arm and it looked like time for a G & T. No big deal, just sit and watch the sun set over the lake, have a glass or two [I don't think we ever had more] have a chat and be intrigued by the birds and kangaroos that came up to Geoff to be hand fed. Jeff was action man and loved to play in his workshop. I was talking one day about the ineffectual means of carrying the spare tyre for the trailer [in the boot of the race car] so he said bring it over and we will come up with something more suitable. So I did and he did. The good bit was when we were almost finished and needed the bolt to hold the wheel to the trailer.

I said I would slip down to the bolt shop and get one but Geoff came up with a bit of metal and made one. I'm sure it was only a chance to show off his skill on his lathe.

The stories go on and on but in the words of the late great John Surtees "nostalgia is a great place to visit but you wouldn't want to live there".

I have mentioned many times before the sprint series held in NSW as a combined club series. The JDCA Sporting Register take part and I have talked about the photos and tube videos. The other day I came across an article that I found particularly interesting. A bloke who used to race a Mk2 has now cut back a bit on his activities and now runs an S Type.

He used to run a 3 litre automatic with a decent set of wheels and tyres but very little else in the way of modifications. It looks to be standard ride high and he drives it to and from the race meetings. He decided he would be much faster with a manual gearbox so set about getting one of these rare items. He found one and bought it up to race standard [seat and belts, afore mentioned wheels and tyres plus a good check up and service. He expected to be at least 3 - 4 seconds per lap faster than the automatic version but was stunned to find he was only faster by a couple of milliseconds. Interesting, maybe us old timers still think of automatic gearboxes in terms of the old Ford and Holden two speeders or even those wonderful DG thingos fitted to Jaguars in days gone by. The only down side the way I see it is that these modern efficient ZF gearboxes require a very special, very expensive oil when serviced. This bloke reckons that a good track car still on normal rego could be ready to go for about \$K7, which I think is a bit low but a lot cheaper than a specialist race car + trailer + tow car. The Main Roads restrictions on car modifications means this class is almost self regulating if driven to and from the circuit. The times these things achieve around circuits like Eastern Creek [or whatever it is called today] and Wakefield Park are more than respectable and guaranteed to keep the drivers attention. Now this bit really hurts to say but it would take a well modified and well driven Mk2 to achieve the same times. And no I haven't deserted that most wonderful and beautiful of motor cars - the Jaguar Mk2

Now isn't that food for thought for some motivated member of our club to put together a similar package. Unfortunately the cars aren't old enough to run in GEAR but it is surprising what can be achieved with a bit of get up and go.

A couple of further thoughts. A couple of mufflers would need to be removed to get a bit of sound. There was an S type that used to get about when we were at Capalaba that made a beaut sound when given a bit of stick the other one would be to ask one of the XJ6 racers how much their cars cost them. Bearing in mind that from what I've seen and heard in the world of car racing the truth is fairly rare. A very wise man told me very early in the game to never ask a driver about the cost of his car or any other components in front of his wife. I once said something about how my new exhaust system cost well over a thousand dollars. Two other drivers in our little hutch then had to answer intense questioning about how come their exhaust systems only cost one hundred dollars

And on that bright note

Keep well one and all

Hope to see you one and all later in 2020.

Robin Todd

JDCQ Classic Monocoque Register Calendar for 2020

The calendar for 2020 is still in a state of flux but we certainly have abandoned the proposed overnight runs so we may just settle on just a couple of Country Pubs in the latter part of the year

Current thoughts are based around a resumption on Wednesday the 12th of August at the Royal Hotel ,Leyburn
As usual the arrangements will be to meet at the venue at 11.30am for 12 Noon. Buy off the menu for your own meals and drinks

Wednesday 12th August

Royal Hotel, Leyburn

Wednesday 9th September

Yangan Hotel, Yangan

Wednesday 4th October

Rudds Pub, Nobby

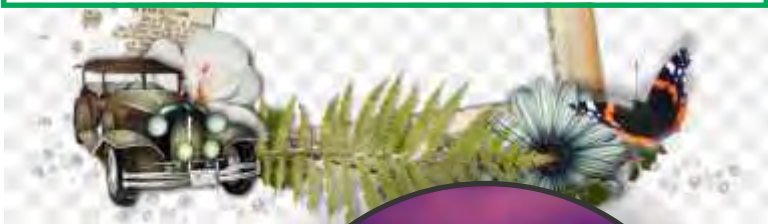
Wednesday 11th November

Bestbrook Resort Resort

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 one day soon
Robin Todd
Phone 07-4664-8509



*Don't let
Thoughts
be a
Dance for
Thoughts*

**If you have
to hurt other people
in order to feel
powerful, you are an
extremely weak
individual.**

Regional Liaison Report with Wendy Gross

The Registers are coming out of hibernation. By the time you read this, I expect that most of you will have had the chance to attend an event. Brisbane and Sunshine Coast were planning socially and geographically



distanced morning teas most likely without formal runs. Capricornia is hoping to do their scheduled 21st June run but with Morning tea and lunch at members' homes. Darling Downs,

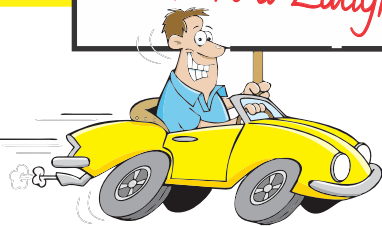
Gold Coast and Mackay too, will soon be out and about in their usual impromptu fashion. For the Sunshine Coast, there were so many respondents that multiple groups of 20 had to be organised. Wide Bay Burnett is looking forward to their AGM in August. Overall, all the Registers are hoping it will be possible to reinstate the events on their calendars by August or earlier.

Because of Government restrictions none of the Registers have been able to hold meetings or runs until this point so have not had a chance to canvas any issues with the general membership. Committee Meetings have continued in Brisbane, Gold Coast and Sunshine Coast but not in the usual manner. There would be nothing at all to report if it weren't for telephones, email and Zoom!

Again, none of the Registers know of any members who have been affected by Covid 19 which is good news.

A lot of my contact with the Regional and also Model Registers has been related to the updated Strategic Plan. I urge members to read the Plan on the website, read the article John and I wrote about it, elsewhere in this magazine and carefully consider the motions arising from it which will be put to members at the Special General Meeting. We have tried to be very democratic and consultative to this point; please vote!

Let's have a Laugh



I'm normally a social girl
I love to meet my mates
But lately with the virus here
We can't go out the gates.

You see, we are the 'oldies' now
We need to stay inside
If they haven't seen us for a while
They'll think we've upped and died.

They'll never know the things we did
Before we got this old
There wasn't any Facebook
So not everything was told.

We may seem sweet old ladies
Who would never be uncouth
But we grew up in the 60s -
If you only knew the truth!

There was sex and drugs and rock 'n roll
The pill and miniskirts
We smoked, we drank, we partied
And were quite outrageous flirts.

Then we settled down, got married
And turned into someone's mum,
Somebody's wife, then nana,
Who on earth did we become?

We didn't mind the change of pace
Because our lives were full
But to bury us before we're dead
Is like a red rag to a bull!

So here you find me stuck inside
For four weeks, maybe more
I finally found myself again
Then I had to close the door!

It didn't really bother me
I'd while away the hour
I'd bake for all the family
But I've got no flaming flour!

Now Netflix is just wonderful
I like a gutsy thriller
I'm swooning over Idris
Or some random sexy killer.

At least I've got a stash of booze
For when I'm being idle
There's wine and whiskey, even gin
If I'm feeling suicidal!

So let's all drink to lockdown
To recovery and health
And hope this awful virus
Doesn't decimate our wealth.

We'll all get through the crisis
And be back to join our mates
Just hoping I'm not far too wide
To fit through the flaming gates!

by Pam Ayers

GOOD LAUGH!!!!

The Lone Ranger and Tonto went camping in the desert.
After they got their tent all set up, both men fell sound asleep.
Some hours later, Tonto wakes the Lone Ranger and says,
'Kemo Sabe, look towards sky, what you see?'
'The Lone Ranger replies, 'I see millions of stars.'
'What that tell you?' asked Tonto.
The Lone Ranger ponders for a minute then says, 'Astronomically speaking, it tells me there are millions of galaxies and potentially billions of planets. Astrologically, it tells me that Saturn is in Leo. Time wise, it appears to be approximately a quarter past three in the morning. Theologically, the Lord is all-powerful and we are small and insignificant. Meteorologically, it seems we will have a beautiful day tomorrow.
What's it tell you, Tonto?'
'You dumber than buffalo. It means someone stole the tent'

JULIA HAS JUST TWO PASSIONS IN LIFE. CANNABIS AND HORSES.



Wife: "The car is not starting. Dashboard shows the sign of a person sitting on toilet."
Husband: "What...?? Send me a picture."



Me: (sobbing my heart out, eyes swollen, nose red)...I can't see you anymore...I am not going to let you hurt me like this again!

Trainer: It was a sit up. You did one sit up.

FUNNY MORNING SEX

"Morning Sex"

She was standing in the kitchen, preparing our usual Soft-boiled eggs and toast for breakfast, wearing only The 'T' shirt that she normally slept in.
As I walked in, almost awake, she turned to me and said Softly, "You've got to make love to me this very moment!"

My eyes lit up and I thought, "I am either still dreaming Or this is going to be my lucky day!"
Not wanting to lose the moment, I embraced her and then Gave it my all, right there on the kitchen table.

Afterwards she said, "Thanks" and returned to the stove. Her T-shirt still around her neck.

Happy, but a little puzzled, I asked, "What was that all about?"
She explained, "The egg timer's broken."

A German Shepherd, a Doberman, and a cat died.

In heaven, all three faced God, who wanted to know what they believed in.

The German Shepherd said, "I believe in discipline, training, and loyalty to my master."
"Good!" said God. "Sit at my right side."

"Doberman, what do you believe in?" asked God.

The doberman answered, "I believe in the love, care, and protection of my master."

"Aha," said God. You may sit to my left."

Then God looked at the cat and asked, "And what do you believe in?"

The cat replied, "I believe you are sitting in my seat."



Two months have passed since the last edition of this magazine and we have ridden out the isolation caused by the Covid 19 virus it has had some positive effects. Because I ceased flight testing, I was able to get a two-part minor operation concluded in Early April spite of the restrictions being placed on the medical system. That kept me fairly quiet for a couple of weeks and it did hurt to sit down

As a self-funded retiree, I have been able to concentrate on my cars and get onto doing a few "been gunna do" projects around the house and property.

At one end of the stables we had a bougainvillea which had got totally out of control and was occupying an area of about 8 by 6 metres. Using a pole saw i.e. an extendible pole with a small chainsaw on the end I was able to cut it off at the main roots and eventually with a heavy rope around it was dragged away with my son's Toyota Landcruiser. The bougainvillea has already bounced back with a 1/2-metre-long stalk and in future I will be keeping it under strict control.

My wife Honor is quite sure that my idea of gardening is only where chainsaws and rider mowers are involved.

MK1 happenings

In an earlier issue of this magazine I mentioned that I had some surface rust problems develop in the left front mudguard of my MK1 Jag. It turned out that it was widespread and related to accident repair work carried out at least a couple of decades ago. I now remember that when I bought the car, I had bare metalled everything except this mudguard which was in grey primer.

Anyway, I ended up stripping this mudguard back to bare metal, eliminating the surface rust and giving it a serious hit with rust converter into the bargain. You can see the picture of when I started chasing down the reason for the paint bubbling. Then came etch primer, high build primer, much rubbing back and followed by two coats of colour and four coats of finishing clear. When I had first painted this car, I had about one and bit litres of colour left over which I had stored away. It was used in this resurrection and I had a perfect colour match.

It all sounds simple but actually took about 20 man hours over a number of days which included removing the headlight and housing, front parker/turn indicator, small air grille and fog lamps. - and then putting them back on after completing the painting. I was then able to put on the newly chromed front bumper and the whole of the car seems to have got back all of its "bling".

However, when I started the engine after all this work it seemed to be way off "tune". I checked the carbies as it seemed that one had gone lean but that was not the case. I then stated to suspect an air leak in the intake system and had a listen around for said leak via a piece of brewer's tube in one ear but found nothing. Finally, I grabbed the vacuum hose to the brake booster in a pair of mini flat vice grips and suddenly the engine settled down to a steady idle. The brake booster was the culprit.

In long distant time ago someone had removed the original Girlock booster and had replaced it with a 9-inch PBR 40 booster. A quick search for a repair kit for this booster showed that it would cost in excess of \$150 but did not include the possible cost of having to have the booster hydraulic cylinder redone with a stainless-steel liner.

While googling "brake boosters" I came across an ad by "auto parts on line" advertising a brand new 7inch booster for \$78. That seemed a bit cheap to me however I phoned them and they said they had them in stock. I queried how many they had sold and they said "heaps – they walk out the door". They claimed they had not had any returns. When I told them that it was for a Jaguar, they said the booster is not suitable for disc brakes. I advised them that this early model still had drum brakes which surprised them but they agreed that their booster would be suitable.

I purchased the booster, fitted it and it has performed as claimed. Apparently, this booster is a "knock off" copy of a 7-inch PBR VH44 booster. The on-line people say it is very popular for early Holdens, Falcons, Chryslers and pommy cars with drum brakes.

MK2 maintenance

In the May-June issue of this magazine I mentioned that I was about to check on the handbrake of the MK2. We have a steep little pinch at the end of our street and the handbrake was not holding with the handbrake lever at full travel

I decided that I needed to ensure the handbrake pads were OK and properly adjusted before what I thought was a stretched cable would be investigated. That requires jacking and removal of the rear wheels. In accordance with the workshop manual I adjusted the pads to have just 4 thousandths of an inch clearance using a feeler gauge. Yes, the adjustment is that fine.

The upshot was that took out all of the slackness in the handbrake system and they were now engaging at about half way travel of the hand brake lever. A check of the handbrake on the steep pinch showed it holding quite well.

Flight testing

With the easing of the Covid 19 restrictions I announced that I would be available for flight instructor testing as from Monday 15 June and promptly got swamped with requests for bookings. I had to tone them back a bit because I was not going to go back to full-time flying as I am supposed to be retired! I agreed to do the more urgent tests as soon as possible and have already done 3 tests in the first week and will do another 3 each week until we have achieved catchup on the 3-month virus shut down. (I normally average one test a week)

Flying Instructors must undertake a "proficiency check" every 2 years. At least the Civil Aviation Safety Authority (CASA) did show some common sense and issued an approval for current flying instructors due for "proficiency checks" in the virus period to put off the test for 3 months.

That's all for this issue. Keep washing your hands and practice social distancing as much as possible.



Mk1 Chasing Rust.



Mk1 Front Bling



Mk1 Front



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NORMAN DEWIS A Tribute In His Own Words

DVD43: NORMAN DEWIS A Tribute in his own words. A two-disc interview with Norman Dewis filmed on 20th May 2015. Commissioned by Jaguar Heritage Trust.

The name Norman Dewis is well known in motoring circles as someone who has done it all: racing, rallying, highspeed record breaking and, above all, testing Jaguars for development and production. He started working for Jaguar on 1st January 1952, as Chief Test Driver and Development Engineer, initially testing the new disc brakes that Dunlop were developing in partnership with Jaguar.

In 1961 Norman famously drove the first E-type Roadster 77RW, non-stop, overnight from Coventry to the Geneva Motor Show. He was involved in testing all Jaguar's cars, racing and production, right through to his retirement in 1985.

Norman led a long and active life in the motor industry and in retirement was as busy as ever, as a valued ambassador for Jaguar Cars.

DVD20: JAGUAR D-TYPE at LEMANS 1955-56-57

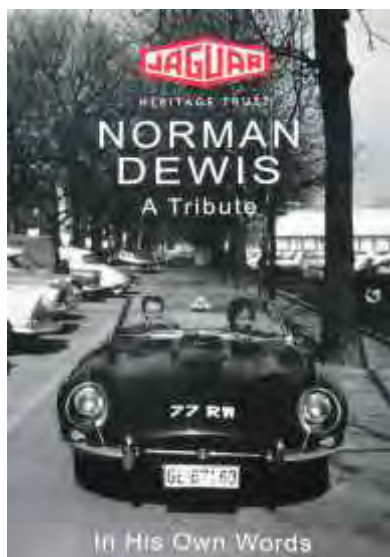
Revised by Ron Gaudion our Patron in 2019.

Between 1955 and 1957, Australia's Ron Gaudion helped to prepare the three Le Mans winning D-Type Jaguars for the 'factory' team, and Ecurie Ecosse. Ron also travelled throughout Scandinavia, Europe, and the U.K. with Ecurie Ecosse preparing their D-Types.

Throughout this time, he filmed many of the famous events – including the tragic 1955 Le Mans crash – and the legendary people such as Mike Hawthorn, Ivor Bueb, Lofty England, David Murray, Ron Flockhart, etc., at work and play.

Ron has transferred all these unique films to video and added his personal comments throughout the 1.5 hours. Finally, Ron has included a recording of the 1957 Le Mans race featuring interviews by Neville Lloyd with Mike Hawthorn, Ivor Bueb and Lofty England.

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".



Winter Hill Climb Entries OPEN

Hi All Members

NOOSA Hill Climb

Winter 2020





Membership News with Stu Gross

Hello Club Members,

JDCQ finished the 2019/2020 calendar year with 440 members.

Please remember that membership renewals are due on the 30th of June and that your member number must be used as the reference when paying by direct deposit.

Account name: JDCQ
BSB: 484799
Account number: 024567129

Stu Gross
membership@jagqld.org.au



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

What is That?

written and photos by Lindsay Price

After about 50 of years of restoring cars and things this is a question I have heard many times. It seems Automotive Engineers have many varied and mysterious ways of achieving their goals. Some better than others. As only a Master Mariner I would not dare question their learned ways but often question their reasoning. We all have heard the tales of how Sir Joseph Lucas confused smoke with the flow of electrons. If the smoke leaks out, you have a problem.

Another long held belief was that if an article or in our case, a motor vehicle were an expensive one then it had to be much more complicated than a cheaper model. A case in point would be the 1911 Rolls Royce. As undeniably a magnificent piece of engineering it was some of the engineering left people such as me wondering at the reasoning. Case in point was actuation of the rear brakes. On lesser cars the rear brakes were operated by a pull rod from the brake pedal which was connected to a balance bar connected to the left and right brake actuating mechanism. Simple. Oh no not for Rolls Royce. The rear brakes were operated by a rotating shaft from the brake pedal via



universal joints, gears and shafts made its way aft of the differential to its own small differential and there to the brakes. Not happy with expanding shoes RR had about 12 small cams to expand the brakes on internal and external drums. Imagine how well all this would work after being bogged to the axles.

I have been told that in the Armstrong Siddley design office there was a sign. **WITH OUT COMPROMISE.** There is no doubt the Sapphire exceeded that standard. I am sure some of our prestigious manufactures had another sign. **THINK; WE HAVE TO MAKE IT MORE DIFFICULT.**

The enclosed photograph is of the vacuum operated trafficator selector from my 1934 Daimler Straight. I replaced it with simple tubular device 2 X $\frac{3}{4}$ dia inch with 3 short $\frac{1}{8}$ tubes on the side and a push pull knob on the end. It works well **BUT** is not **ENGINEERED TO AUTOMOTIVE ENGINEERING STANDARDS.**

Lindsay Price

X300 Cam Cover Restoration

Written & Photos by John Herbert

With covid-19 lock down upon us I decided it would be an opportunity to have the cam cover on my XJR refurbished by way of powder coating.

On the basis of perhaps a month or so downtime I dropped the cover off to South East Superior Coatings at the Cooloom industrial estate. They had previously done an excellent job on an outdoor setting.

I then ordered a complete set of the necessary gaskets, cam cover, spark plug seals & bolt seals from Barratts in the UK.

I have found that even with postal costs, parts are often secured from them cheaper and received in a similar time frame to Australian sources.

The X300 cam covers were unfortunately cast from magnesium, not a great choice, very susceptible to corrosion and as pointed out to me by the powder coaters, not the best of casting quality, especially around the spark plug wells.

Mercedes also used magnesium for their covers around this era and also suffered corrosion problems.

Luckily my cover was not too badly corroded and came up ok and I considered the cost reasonable at \$100.

Interestingly, inside the cover there is an oil separator for the crankcase ventilation system. Jaguar in their wisdom made no provision for this plate to be removed in order to access and clean the two woven steel wool like pads underneath.

What appears to be rivets holding the plate is in fact I suspect, dags cast on the bosses and then mushroomed over once the plate was in place. I removed the rivet like tops with my trusty Dremel.

After soaking the pads in kero for several days they still appeared to be encrusted with a mud like substance which I suspect was the result of water vapour. I removed it with a good clean in CLR.

I consider my filter pads deserved a clean after 24 yrs and 180,000klms, however I shudder to imagine the state they would be in on a much higher klm vehicle.

My solution to re attachment of the plate was to drill and tap 3mm threads into the mounting bosses and use suitable M3 x 4mm screws, not easy to obtain but secured on E-Bay as usual.

Not wanting them to perhaps work loose, I secured them all with a dab of JB Weld on each threaded section.



History of the Leaper

Part Two

AUTOMOBILIA JAGUAR MASCOTS

Library's newspaper archives. I could find no record of Rankin being a sculptor anywhere. In my view, Rankin was probably just told to get on with it, which would have been much more Lyons' style!

I did find one clue that seemed to rule out any creative involvement by Rankin. This was an SS Cars publicity item for the mascot, which states that it was "designed expressly for SS Cars Ltd – manufacturers of the Jaguar Car – by the eminent artist and sculptor F. Gordon Crosby". Whatever the truth of all this, by early 1938 Frederick Gordon Crosby had been commissioned to produce a Jaguar mascot.

MASCOT GESTATION

Creating a mascot from scratch is not a swift process. Original drawings



The catalyst for the creation of the Jaguar mascot, this is one from a series of animal mascots created by Desmo in the 1920s and '30s. It was described to (or by) William Lyons as a "cat shot off a fence".

This magnificent bronze mascot is the original Gordon Crosby prototype, complete with impeccable family provenance. It was sold at Brooks' Goodwood auction in June 1996, and in 2011 it changed hands again for £42,500 – a world record for a single item of Jaguar automobilia



have to be made and approved, physical details (such as its size and the metal to be used) need agreement, and then a prototype has to be created and accepted before being given the go-ahead for production.

The story now leaps forward to 1996. At Brooks' Goodwood Auction in June of that year, Gordon Crosby's own bronze prototype mascot came up for sale (with impeccable provenance from the family) and I was lucky enough to win the bidding. On his death, the prototype had passed to Gordon Crosby's widow, and on her death to his surviving son, Michael, who had entered it into the sale. In one of those extraordinary moments of serendipity, a few weeks after the auction I was told that Michael was in England and would like to meet me. I then spent a thoroughly enjoyable day with him and learned much about his father and the mascot, especially the production processes and the way the prototype was dealt with.

His father was a renowned sculptor and his bronzes were usually cast by the firm of Parlanti in the East End of London. Four or five casts were made and the best was chosen to be presented to the client for approval, with the rejects being returned to Parlanti to be melted down. In the case of the Jaguar mascot, after the design had been approved for production, the prototype was returned to Gordon Crosby and actually graced the radiator cap of his own SS saloons (he owned four at different times).

The Panther mascot by French sculptor Casimir Brau is the one that Gordon Crosby was rumoured to have copied. In the words of his son Michael, such a course of action would have been totally alien to his father's character





Priced at two guineas, this Jaguar mascot has just been produced specially for the S.S. company. It may be obtained from any S.S. agent.

Above: This small captioned photograph marked the launch of the Gordon Crosby mascot and appeared in the December 23rd, 1938 issue of *The Autocar*. This informed readers that the mascot was available from SS Cars agents at a price of two guineas

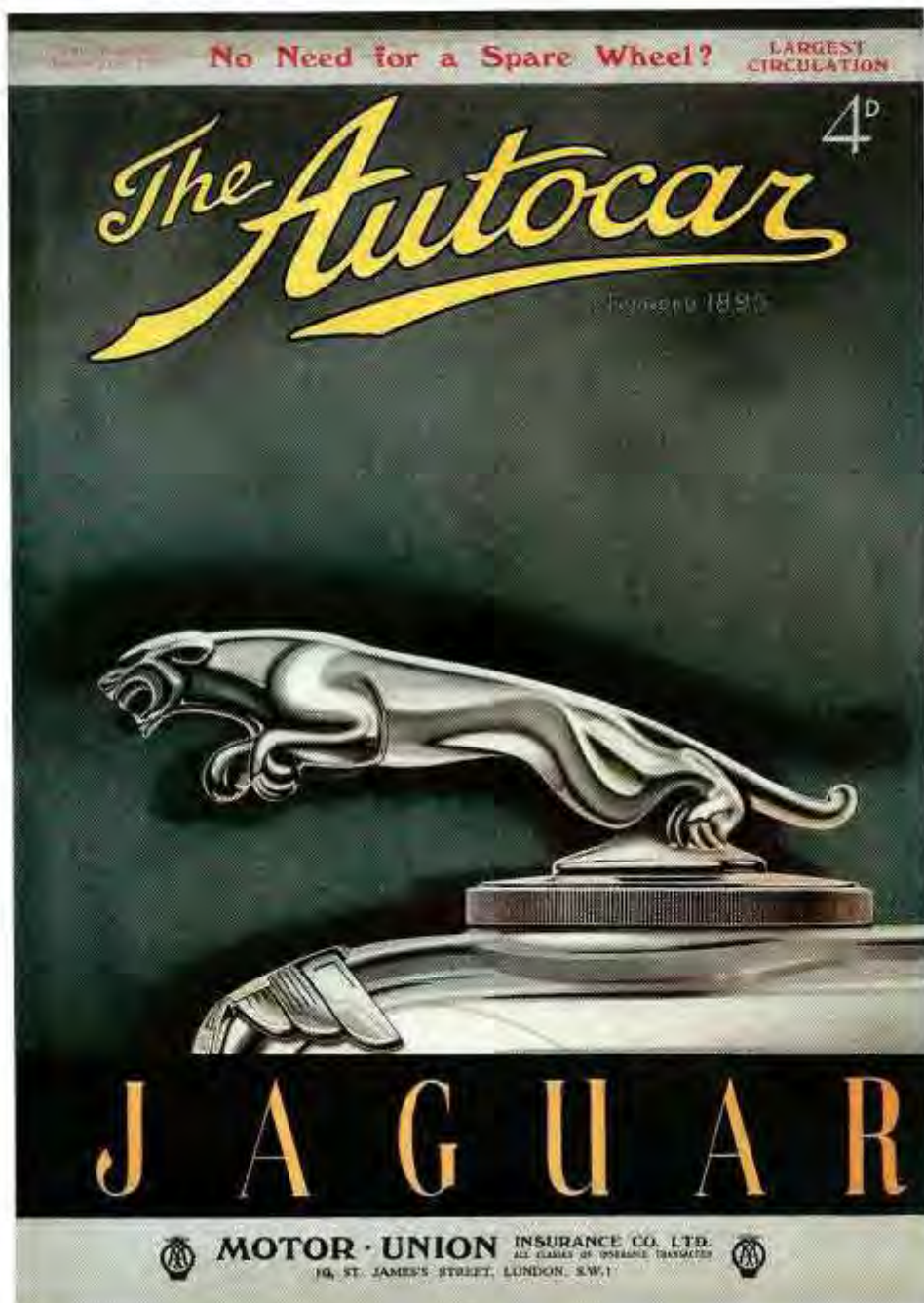
Right: The mascot, now popular and well-established, took pride of place on the front cover of the March 24th, 1939 issue of *The Autocar*. The mascot and the various logos derived from it have been a key element of the Jaguar brand ever since

COPY OR INFLUENCE?

A rather artificial debate surfaces from time to time (with remarks made too glibly by people who should know better), based around the suggestion that Gordon Crosby copied Casimir Brau's Panther mascot. There are undoubted similarities between the two, but is the Jaguar a copy? I firmly believe it is not, and I say so for two sets of reasons: one to do with the man himself and the other to do with the nature of art.

With regard to the man, there are three aspects. First, Gordon Crosby was one of the foremost motoring artists in Europe at the time, working successfully in a wide range of media – and he had no need to copy anyone. Second, to have done so using a piece as well-known as Brau's Panther (thus guaranteeing exposure) would have been professional suicide. Third, and in many ways most important of all, I discussed the subject with his son Michael, who was adamant that to have behaved in such a way would have been totally alien to his father's character.

As for the art, a quick comparison of the two mascots does show similarities between them, but a closer examination shows many differences. Most obviously, the Jaguar has its back legs in a crouching position, whereas Brau shows them outstretched. There are also differences in the way that the



"Four or five casts were made and the best was chosen to be presented to the client for approval"

muscle groups are handled, details of the head and front paws and so on.

There is also the question of influences. All artists, including those of such towering stature as Michaelangelo, Picasso and Sir Henry Moore (to cite a deliberately diverse trio), acknowledge influences in their work; and it is here that I believe we may touch on the heart of this

issue. Gordon Crosby had a Panther mascot on his MG saloon in the early 1930s, before he created his Jaguar. It is therefore possible that he may have recalled the earlier mascot when the Jaguar commission landed on his desk. My verdict? It is my firm belief that GC did not copy Brau. Personally and professionally, he had no reason to do so and every reason "

AUTOMOBILIA JAGUAR MASCOTS

far not doing so. Artistically, however, I believe it possible that he may have been influenced by Brau's creation.

IN PRODUCTION

Version 1 of Gordon Crosby's leaping Jaguar was based directly on his prototype, with some of the details softened and rounded to meet the demands of mass production. It was originally announced in the December 23rd, 1938 issue of *The Autocar*, which had a captioned photo informing readers that the mascot was available from SS Cars agents at a price of two guineas. Version 1 was designed to fit on a radiator cap and therefore ended around 1951 when the MkV – the last Jaguar to have an external radiator cap – went out of production. The mascot is 7.25 inches long and early examples were largely made from 'pot metal', an alloy made from scrap metal thrown into a melting 'pot', which meant that the exact composition of the alloy varied. Post-war, the material stabilised into zinc alloy, which means that to be sure of the correct mascot for your pre-war SS car, you need a light 'pot metal' mascot.

Version 2 appeared in 1955 (the first factory drawings are dated March of that year), listed as an optional extra for the 2.4-litre Mk1 saloon. It was also 7.75 inches from nose to tip of tail and made from the same zinc-based alloy as Version 1. This latest model was mounted on the bonnet rather than the radiator cap, however, with the base shaped accordingly. It remained in production until 1969, with the departure of the



These ashtrays were seen in Jaguar showrooms in the 1950s. The mascot on the right is Version 1, with its rear legs crouched and getting ready to spring forward; the one on the left shows Version 2, with the Jaguar's legs stretched out behind



The comparison here is between the Version 2 mascot on the left at 7.25 inches and the Version 3 at just five inches, with the latter being a scaled-down copy of the former. Version 3 saw several different bases during its production run

240 saloon. A total of fourteen years in production meant that this version was fitted to a huge range of saloons as well as the XK150. To cater for the different bonnet profiles, the shape of

the base differed from time to time, and in some cases thin filets of metal were inserted between the base of the mascot and the bonnet to ensure the correct stance of the Jaguar.

Then we come on to Version 3, a scaled-down lookalike of Version 2 thanks to its overall length of just five inches; it was specifically designed for the MkX and the first factory drawings are dated February 1966. In sharp contrast to Version 2, this one was only ever fitted to two models – the MkX and its immediate successor, the 420G. It has always struck me as curious that the smallest version of the mascot should be fitted to the biggest car that Jaguar produced, although I have to admit that Version 3 actually looks just fine on that particular twosome. ■



This photo shows the three stages of the chrome-plating process for a Version 3 mascot. The zinc-based alloy casting is on the left; the centre mascot shows the copper plating that gives the chrome a good key; and the right-hand one is the final chrome-plated product

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1956 Jaguar MkVII+420 Compact+Mk7

We have sold the property and need to get things moved in the next three weeks.

At the moment we have the body of a manual Mk VII with sundry parts including at least one engine block – any offer considered, collect only. Unfortunately the previous owner dismantled and left the internals of the gearbox to rust.

Some of those parts are from the rusted out Mk1 that were stored separately before we collected them.

There are also two completely rusted out Mk1 and Mk VII bodies that are free if anyone wants to collect them.

They spent 30 years sitting on a river bank in multiple floods before dad collected them so not sure if much is salvageable.

I can send photos of them if you think anyone would be interested.

I have attached photos of the most relevant items.

Also available is a 420 Compact, see picture below.

This is the Mk7 that used to go. Engine seems to be seized and has surface rust and the chrome isn't good. Not sure if it's worth much? See picture below.

Price: Any Offer

Contact: David Perry

Mob: 0409 476 983

Location:

Northern Rivers NSW



1988 Jaguar XJS HE Convertible

1988 Champagne colour convertible. It's for sale unregistered as is condition.

Price: \$17,000

Contact: Kevern Kennedy

Mob: 0433 009 987

Location: Thornlands Qld



1985 Jaguar XJS Sports Coupe

Owner selling this car simply because he is moving home and won't have enough garages to store it.

The car was in the one family for 35 years.

It has travelled 235,000 klms and been regularly serviced and always garaged. It runs beautifully and is just like a modern sedan in comfort, quietness and style.

A pleasure to drive.

Price: Phone owner to discuss

Contact: Ken Parmenter

Mob: 0417 607 084

Location: Bribie Island



1959 Jaguar XK150S Convertible

This beautiful example of the XK150S Convertible model, is finished in "Old English White" with red leather interior, all in excellent condition.

New Michelin tyres have been fitted as per makers original recommendations. Many other upgrades have been carried out to improve the safety and reliability of the car.

The car was totally restored by "Memory Lane Restoration." of Western Australia, approximately fifteen years ago.

The car has travelled just over six thousand miles since restoration.

I have owned this beautiful car for two and a half years, being the third owner since the restoration, in this time it has travelled 2500 miles.

This very special car is reluctantly being offered for sale, and can be inspected on the Gold Coast, Qld.

Heritage Certificate is available with the car.

Price: \$225,000

Car details.

Body Type: Convertible two door.

Colour: Light cream.

Interior: Red Leather.

Engine: 3.8 Six cylinder petrol.

Engine number: VA12178.

Chassis number: S 836526.

Miles: 6400.

Contact: Gerald Snelling

Mob: 0414 378 031

Location: Gold Coast



1997 Jaguar XJ8

Currently in use as a daily driver, but rego runs out at the end of July and I will not renew. 175000kms.
 Good tyres, done about 20000. Almost new alternator.
 2 year old battery No aircon because the compressor has broken.
 Front shocks knocking.
 Timing gear rattling, but I have the complete unused repair kit from SNG Barrett so it could be fixed up if you can get the bottom pulley off the motor.
 Tow bar!

Price: \$2500 neg

Contact: Chris Holland Mob: 0408 150 675 Location: Buderim Qld

1961 Jaguar Mk2 3.8 manual with Overdrive

This impeccable Mk2 has been lovingly cared for in our family for the past 9 years. It is the most desirable configuration for Mk2's, a very strong 3.8 litre motor and the original 4 speed with overdrive gearbox. A matching numbers car which was partly restored by the previous owner with the interior completed in my ownership.

Mechanically A1 with great oil pressure, excellent suspension, four wheel disc brakes and near new tyres. The interior is excellent with all new leather, new seat foams and new carpets. Timber work nicely refurbished matched by a sporty steering wheel.

The boot is fully equipped with correct jack and handle and the factory tool kit and is lined and covered with the correct new sideboards and boot mat. Chrome work is excellent and paint work very good.

A pleasure to drive and own and one which never fails to attract attention, this would be the ultimate classic Jaguar to own. Speedo shows 17,870 miles probably the mileage post restoration.

While not kept as a show car this Mk2 has nonetheless won several awards including a Gold Medal in Queensland Jaguar Drivers Club Concourse, Best Classic Sedan at McLeans Bridge at Lakeside, Best Early Classic and Best British Sedan at The Noosa Beach Classic Car Show.

The Mk2 is currently on Historic (Special Interest) registration and mainly used for club runs, grandkids formals and a few family weddings.

Jaguar Heritage Certificate, factory workshop manual and spare parts manual will come with the car.

This is a regrettable sale of a much loved Jaguar and it is priced accordingly. Owners are keen to sell due to downsizing preparation. A rare opportunity to acquire an appreciating classic.



Price: \$60,000 neg Contact Tony Herald Tel: 07 5496 7995 Location: QLD

Parts & Accessories

1985 Jaguar XJ6 Pepper Pot Wheels & Tyres

Set of 4 Pepper Pot Wheels & Tyres from 1985 Jaguar XJ6 Sovereign.

2 Wheels with new Falken

215/65R15 tyres

2 Wheels with Dunlop 215/65R15 tyres

Price: \$200.00

Contact: Colin Watson

Mob: 0488 471 674

Location: Inala

Jaguar Mk 1 and 2 Manuals

One hard copy and one soft copy for

1956-61 MKs 1 and 2, 2.4, 3.4, 3.8 Litre

and including automatic transmission.

Both volumes are complete and in good condition.

Price: \$300 negotiable for hard copy and \$150 negotiable for soft copy.



Contact : Chris

Mob: 0428 176 430

Location: Rockhampton

Wheels and Tyres for Mk2 Jaguar / Daimler V8

Set of 5 wheels and tyres for Mk2 Jaguar / Daimler V8.

Tyres are too old for road use, but hold pressure and so well suited for a workshop restoration project on a rolling chassis.

The wheels seem straight and tidy and would come up well with sandblasting and powder-coating.

Price: \$200 neg

Contact: Chris Holland

Mob: 0408 150 675



Jaguar Parts for Sale-New old Stock

- 1 Fuel gauge tank sender RH XJ6/12 S3 & Late S2 \$50
- 1 Fuel gauge tank sender LH XJ6/12 S3 & Late S2 \$50
- 1 Dist Cap Screw on S3 XJ6 \$20
- 7 Dist Low tension leads E S1/2 & XJ6 S1 \$5ea
- 3 Contact sets MK1 & Early MK2 \$7.50ea
- 1 EFI Coolant sensor XJ6 S3 \$15
- 1 Non return valve for Fuel pump XJ6/12 S3 & Late S2, XJS \$15
- 2 Rotor arms XJ6 S3 & Late S2 \$6ea
- 1 Large oil breather cap S3 XJ6/12, XJS \$8
- 1 Steering rack boot S3 XJ6/12, XJS \$7
- 1 Pr X/Member round mounts XJ \$35pr
- 1 Pr Lower fulcrum shafts (front) XJ \$95pr
- 3 Head studs XJ 4.2L 12.5ins long \$15ea
- 1 Pin & Bush MK2>420 \$40
- 1 Thermostat 88 degree \$10
- 1 Pr Front brake hoses (metric) XJ S2,3 \$50pr
- 1 Rear brake hose XJS \$30
- 1 Diff pinion seal Late S2,S3, XJS \$15
- 2 Tail pipe S/S clamps XJ6 S3 \$5pr
- 1 Y Pipe olive exhaust S3 XJ6 \$5
- 2 Over axle olives exhaust S3 XJ6 \$5ea
- 1 Expansion tank cap X type \$5
- 1 Pr Radiator mounts XJ S2,3,S \$8pr
- 1 Front Caliper seal kit (metric) XJ S2,3 \$16
- 1 Rear Caliper seal kit (metric) XJ S2,3 \$10
- 1 Brake master Cyl Kit XJ S3 \$32
- 6 Inlet valve seats XJ6 S3 \$30 for 6
- 1 Throttle return spring V12 injected \$1.50
- 4 Fibre optic tubes S2,3 XJ \$10 for 4
- 1 Trip reset cable XJ S2,3 \$10
- 1 Second hand Ignition Amp Kit S3 XJ6 \$25
- 1 Pr Second hand Air Cond knobs S2,3 XJ \$5pr
- 1 Dist Cap XJ40 3.6L \$20
- 1 Rotor arm XJ40 3.6L \$7
- 1 Bottom hose XJ40 3.6L \$22
- 1 Diff output Bearing and seal kit XJ40 \$30
- 1 By pass hose XJ6 S3 \$10
- 1 Top hose S3 XJ6 (plastic fan) \$15
- 1 Top hose late S2, early S3 XJ6 (metal fan) \$15
- 1 Bottom hose late S3 XJ6 \$35
- 1 Top hose MK10 4.2L \$10
- 1 Top hose rhs injected V12 \$20
- 1 Top hose lhs injected V12 1974-1996 \$20
- 1 Top hose 340 \$22
- 1 By pass hose 240/340 \$20
- 1 Top hose lhs to header tank 420 \$25
- 1 Pr Hoses to By pass pipes S3 XJ12, XJS \$20pr
- 1 By pass hose 420 \$20
- 2 Heater hoses tap to manifold XJ6 S3 \$15ea
- 4 Heater hoses XK140 \$5 for 4
- 1 Expansion tank to radiator hose lhs S3 XJ12, XJS \$12
- 2 Long choke hoses XJ6 S2 \$15ea
- 1 Short choke hose XJ6 S2 \$5
- 1 Expansion tank to radiator hose XJ6 S3 late \$16
- 1 Heater outlet hose XJ6 S2,3 \$12
- 2 Expansion tank hoses XJS \$5ea
- 1 Heater to pipe lhs hose V12 S3,S \$15
- 1 Expansion tank to heater hose V12 S3,S \$6
- 1 Water valve to manifold hose V12 XJS \$15
- 1 Bleed hose XJS HE \$10
- 1 Bleed hose rhs to filler neck V12 HE \$10
- 1 Resleeved brake master cyl, reservoir & pistons (not assembled) XJ S3 \$90
- 1 Second hand brake master cyl & pistons (needs reconditioning) XJ S2 \$25
- 1 Second hand Clutch slave cyl body XJ6 S2 \$15
- 1 Second hand Clutch slave cyl body & piston MK2 \$15
- 1 Second hand Wiring loom lhs engine bay XJS V12 \$50
- 1 Second hand Wiring loom including head light fuses XJS V12 \$20
- 1 Thermostat gasket E S1, 2, 420, XK, Mk10 \$5ea
- 1 Thermostat gasket E, Mk2, Xk120, 140. \$3
- 1 Transmission mount auto DG. E, 3.8, MK1&2, 340, 240. \$15
- 1 Rack gaiter E & XK \$10 (manual steering)
- 1 Rack bush E S1,2 \$20 (manual steering)
- 1 Drive dog tacho E S1, Mk1, MK2, Mk10 \$15
- 1 Bottom hose E S1, MK2,7,8,9,10,S.340 \$20
- 1 Header tank hose E S1 4.2l \$20
- 2 By pass hoses E S1 3.8, MK1,2 etc, XK140, 150 \$18ea
- 1 Second hand Clutch master cyl E S1,2 \$15
- 1 Clutch slave cyl (body only) Lockheed 7/8 MK2 etc \$40
- 1 Second hand Clutch slave cyl Lockheed 7/8 MK2 etc \$15
- 1 Second hand clutch slave cylinder (needs reconditioning) E V12 \$5
- 1 Second hand Clutch master cylinder (needs reconditioning) E V12 \$10
- 1 Bump Stop front lower XJ \$30
- 4 Second hand Rebound stops Front Top XJ \$8 for 4
- 1 Oil pressure relief valve S1 XJ6 \$10
- 2 Timing cover oil seal XJ 1968 to 1986 & XK \$8ea
- 2 Diff Output flange bolts XJ 1968 to 1986 \$10ea
- 87 Valve stem oil seals XJ6 & XJ12 1968 to 1986 \$3 for 6
- 1 Pr HS8 Carb Jets XJ S1 & S2 \$60pr
- 1 Set Top bushes for Front Shock Absorbers Poly XJ 1968 to 1986 \$20 set
- ! Set Top bushes for Fr. S/A Rubber XJ 1968 to 1986 \$10 set
- 6 Oil filter head gaskets XJ6 S1 & S2 early \$2ea
- 2 Rear Bump Stops XJ, 420 \$20pr
- 1 Metal outer seal track Rear hub XJ S3 \$5
- 3 Thermostat Gaskets XJ6 S2,3 \$1.50ea
- 1 Gearbox Bush MK2 etc \$8
- 2 Fuel Change over Tank Switch S2, S3 \$40ea
- 1 Main EFI Relay (Diode Prot) XJS \$10
- 1 Hazard/Flasher Relay XJS HE, XJ6/12 S3 \$30
- 1 A/Cond Belt XJS 6Cyl, XJ40 \$8
- 1 Air Cond Vacuum Solenoid S2, S3, XJ6/12 \$40
- 1 S/Hand Screen Washer Jet XJ S3 \$10
- 1 Window Switch S3, XJS \$18
- 1 Temp Sender S2, 3, S, 40, X300 \$9
- 1pr S/Hand Courtesy/Interior Lamps XJS \$10pr
- 1 Thermal Fuse A/Cond S2, S3 \$5
- 1 Window Circuit Breaker XJ S3/S \$22
- 2 Door Lock Circuit Breaker XJ S2 \$15ea
- 3 Micro Switch A/Cond XJ S2/3/S \$4ea
- 1 Ambient Sensor A/Cond XJ S2/3/S \$34
- 1 Bulb Failure Transmitter XJ S3 \$27
- 1 S/Hand Repeater Lens & Seal XJ S3 \$5
- 1 Door Switch for Interior Light XJ S3/S \$20
- 1 X Type 2001 on & S Type 1998 On 2, 2.5 and 3 litre Oil Filter \$12
- 1 V8 Daimler 1960s Oil Filter \$6
- 1 XJ40 1986 to 1992 Fuel Filter \$15
- 1 X Type V6 2.1, 2.5, 3 litre Air Filter \$20
- 1 S Type V6 & V8 Air Filter \$20
- 1 Mk2 3.4 & 3.8 Air Filter \$30
- 1 Clutch Master Cyl Seal Kit Mk2 \$30
- 1 Rear Shackle Bush rear of leaf spring Mk2, 5, 7. \$15
- 1 pr Panhard Rod Washers Mk1 & 2 \$10pr
- 1 pr 'D' Bushes for Anti roll bar. Mk2, 420, S V8 Daimler \$10pr
- 1 pr Front Brake Disc Rotors X Type \$130pr
- 1 Set Front Brake pads Lockheed XJ40 3.6 & 4.0 \$50
- 1 Set Front Brake Pads Bendix XJ40 3.6 & 4.0 \$50
- 1 S/H Stainless Steel Expansion Tank Very good condition XJS V12 \$80
- 1 EAC5157 Vacuum Regulator XJS V12 HE & XJ12 \$45
- 1 EAC4069 (EAC4070) Vacuum Dump Valve XJS V12 HE & XJ12 \$45
- 1 EAC4100 Vacuum Solenoid Valve XJS V12 HE & XJ12 \$45

Any Questions Just Ask
Sandy 0402 029 906
Contact: Sandy
Mob: 0402 029 906
Location: Brisbane

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Chassis Cars

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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 0421 646 945 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

Secretary Carl Brown 0438240769



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

INVOICE

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

ABN: 31 195 910 938

PO. Box 3513, South Brisbane, Queensland, 4101

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

Details of Jaguars Owned

Model	Year	Engine size	VIN / Chassis No:	Colour	Rego No:

For more Jaguar details, photocopy and use reverse side

Full Year Membership (1st July 2020 – 30th June 2021):

Option A \$105+ \$50 Joining Fee = \$155 – Option A includes Qld Jaguar Driver Magazine

Option B \$160 + \$50 Joining Fee = \$210 – Option B includes Qld Jaguar Driver Magazine + Jaguar Magazine

Part Year Membership (if after 1 December) (1st December 2020 – 30th June 2021):

Option A \$55 + \$50 Joining Fee = \$105

Option B \$85 + \$50 Joining Fee = \$135

Option Chosen: please indicate your choice

A	B	Total of Payment Made	\$

Office Use Only

Entered in Database

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

You can also apply for membership online at www.jagqld.org.au and click on the "Join Here" tab.



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