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Queensland Jaguar Driver May - June 2020

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



EDITORS MESSAGE

Hi Everyone ,
I hope all our members and their families are well and have avoided the virus. We are going through some strange times, with restrictions unknown to us before. I'm sure we are all missing our usual busy

Jaguar schedule of events but staying home and staying safe has to be our priority for a little while. I have tried to come up with some interesting stories to help keep you entertained for a short while, I am grateful to all those who have sent in photos and stories of how they are filling in their time, and on this note encourage you all to send in to me stories of anything interesting you have been doing in these lock down times.

Lorraine Givney of Capricornia Register came up with a terrific idea of a magazine scavenger hunt, you will find it in this issue, it is brilliant and promises to be lots of fun, with the possibility of winning a prize. I will be ready and waiting for your entries, enjoy and have fun with it. Thank you, Lorraine for the idea and for setting it up.

The racing world lost one of it's champions this month, with the passing of Sir Stirling Moss, I have done a bit of a tribute for him, which I hope you enjoy. My information is as correct as internet can make it.

The most wonderful news within our family was the arrival on the 7th April of Lincoln Thomas, our second Great Grandson, an absolute joy and Blessing for us.

That just leaves me now to wish you all good health, stay home, stay safe and if you do take the Jag for a run take care. 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

Catherine, on the road to
Western Australia

Next Jaguar Driver Magazine.

Deadlines for
Closing Date for Contributions 24th June 2020
Classifieds Deadline 22th June 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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Jaguar Life

President James (Jim) Reid



Greetings to all our members, I hope you are all keeping safe.

The COVID-19 virus has certainly stopped all our plans for this year but personal health far exceeds anything else.

I have started phoning members to see that they are managing, would like to see as many members as possible do the same.

We are club formed with the love of Jaguar cars but have formed lifelong friendships because of this initial love so please make a few calls to make sure your fellow members are alright.

I received some news from Gold COAST register alerting me to Di Cooper GC Chair, who was injured by her cat trying to escape a carpet snake who entered her home, Di is recuperating at her daughters' home and we wish her a quick recovery.

Maureen and I have been cleaning around the house and selling heaps of hand sanitiser to outlets which has kept us very busy.

Not a lot else to report so please stay safe and look forward to being out and about with you all soon.

ALL THE BEST
JIM & MAUREEN

Happy Memories

FROM PRE SOCIAL DISTANCING.



JDCQ Mk2 Burlings with Robin Todd

Well here we are in total lock down. Maybe I went to the wrong school [I didn't] but Total Lock Down as the media chooses to call our current restricted travel and assembly conditions is hardly as rigorous as they like to portray. Yes it does mean we do not have our very enjoyable "Country Luncheons" each month like we used to do but life does go on and when we recommence our luncheons it will be so much more enjoyable to meet up with friends we haven't seen for a couple of months and won't we have a lot to talk about. Maybe the first couple should be lunch AND dinner so that we can keep talking and reliving the horrors of our total lock down.

Actually, I blame the Government and the Medical profession for all this trouble. As anybody who has attended our luncheons knows the Gentlemen solve all the problems of the world at these monthly assemblies so all they had to do was refer the issue to us. Any remaining minor issues are clearly tidied up over dinner that night at the Yangan Hotel/Motel on the occasions "me ole mate" Bill and Honor stay. The Ladies, of course, hold their own series of discussions, debates and analysis but the outcomes are, as Valerie reminds me, Secret Womens Business and that the above mentioned leaders of our country should really listen to the Ladies decisions and just keep the Gentlemen's views as a bit of comic relief for times of great stress. I find that I do not have sufficient knowledge or information to comment on the "Secret Womens Business" as distinct from our current crop of media "Journalists" who are seemingly so knowledgeable about everything except fact. We are able to spend many a pleasant hour or two each morning yelling at the TV and the gross stupidity of the talking heads that babble at us, because that is exactly what it is - babble. We often debate the question is it because they [the journalists] are actually mentally incapable of determining fact, or deliberately obscure, or think that they are terribly funny and because they are so mentally superior to the rest of the us plebs that they are the only ones who get the joke. One has to admire their massive egos, I recall one telling the world that their job is to listen to the politicians, decipher what they are saying and present it to the viewers in a form they can understand. It is almost so silly it is funny to listen each morning to the various State Premiers giving their reports to the nation only to have them cut off mid sentence and have some great word smith like Kosh repeat it verbatim so that we can understand. [especially the Queensland one, but then according to some people I know, I'm biased]

One of the really good ones was a bloke called James Morrow who is a refugee from New York and therefore knows absolutely everything but sometimes talks so fast that me, a mere Queenslander, can't understand what he is on about. However he did on one occasion say that

social distance restrictions should be abandoned because even if a few more people died they were only old ones who were going to die anyway. He probably has not yet realised that we are all going to die some day, and I love this bit, because it is a fact of life. He has spent the last couple of weeks crying, not in apology, but that he was misunderstood and he is not a killer of old people. Andrew Bolt who can sometimes display common sense but also great stupidity, maybe it depends on how much Scotch he drinks "with a friend" before he goes on air, also made a similar remark and now tries to defend it with a similar excuse.

We actually have a rather pleasant daily routine to spend this time of incarceration. The morning temperatures are now in the mid single figures so it is no trouble to sleep in a bit and finally get up in the eight o'clock ish range have a long breakfast combined with getting rid of all hostility by yelling at the TV. Then before lunch Valerie does some lady things about the house while I check for any E-Mails, buy some cars on the various websites, maybe a motor home or two and also a boat or two now that ours resembles more of a sieve or ww2 relic since the hail storm.

By the way our roof replacement is now complete and a beautiful thing it is too. Phil said he didn't want to connect the down pipes to the tank until we had a bit of rain. I think it was to wash the roof or something. They had only just finished packing away their tools and the rubbish when down it came. Something like 40mm in the hour, I have been told. Such a beautiful sight it was too, no water at all coming into the house. We were so excited we went out in the rain to see it hitting the new roof. The house had been a bit wonky, due to black soil, I believe. They had levelled the house so that the gutters worked as the designer intended. The lads worked so hard - starting at 6.00am, then straight through to 11.30am for lunch which was usually about 20 minutes then back until something after 4.30pm when they started to tidy up. It really restored our faith in the oft much maligned Australian worker. Valerie had pointed out that the roofers at a house some three doors away had played their radios very loudly. I have never understood why builders all have a radio, all turned up to full volume, and all on different stations - so Phil told his team no radios. It was only after Valerie had told them 47 times that she did not mean them that they started playing one radio.

Now, back to the issue at hand. After lunch we normally have a reasonably relaxing afternoon in front of the TV watching a bit of "The Last of The Summer Wine" which is a long time favourite of ours about a trio of retired men [actually 2 retired men and one dole bludger] who wander about the Holmfirth countryside looking for something to do and usually ending up in a

Cafe or Pub and usually ending up being turfed out. All this leading into, and this is the bit where I finally answer the remarks I've overheard about "when is he ever going to mention Jaguars, and especially Mk2 and or Mk1s?" We are also great fans of the TV series "Endeavour" which is about a young Morse. Remember Detective Chief Inspector Morse when asked his name usually replied "Morse - just Morse" Young Morse goes under his Christian name "Endeavour" and is the Bag-man to Detective Inspector Thursday who drives a black Mk1. In the pilot series it is a Black Mk1, Rego UFF-325, with black wires, wide grill and twin tailpipes, and a 3.8 badge on the grill so I assume it a 3.4 litre whereas the car in the series proper is a 8 bar grill, single tailpipe and steel wheels which is of course a 2.4 manual carrying the Rego KAN-169. Interestingly the Morse MK2 appears in a used car lot in an episode of Endeavour. The Morse Mk2 was a 2.4 carrying the Rego 248-RPA

And, therein is sufficient information for any attendee to our Annual Bestbrook Grand Finale lunch to scoop the pool in the trivia quiz.

Also while having my internet browse I find a large number of photos of cars competing in the Jaguar Enthusiasts Club UK race meetings. I have in the past watched a number of U-Tube videos of in car views but these still photos are good quality and show great wheel angles especially on the wet roads. There are, of course plenty of good views of Mk1 & 2s in action but some of the real beauts are of a gaggle of XK150 FHC having a real go and getting surprisingly close to each other for such an expensive classic.

Well there you have it. Not all that much about Jaguars or Jaguar Clubs but I hope it manages to raise a smile to ease the strain and stress of Total Lock Down

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 not finalized yet as we may reactivate the "Autumn Ambles" and "Spring Saunters" again for a couple of overnights. We actually have three venues in the planning stages but being rather brilliant at mathematics I can tell at a glance the three does not go into two so we need to decide which one to drop. Also we may just settle on just a couple of Country Pubs and alternate for the second Wednesday of each month between February and November.

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 11th November Bestbrook 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

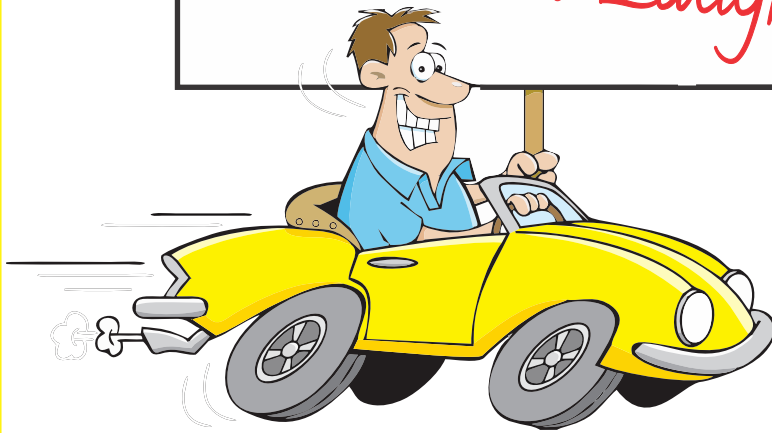
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Let's have a Laugh



WARNING FOR ALL MALES FROM ME when buying a security device for a loved one.

Last weekend I saw something at The Gun Show that sparked my interest. I was looking for a little something different for my wife Dana. What I came across was a 100,000-volt, pocket/purse-sized Taser.

The effects of the Taser were supposed to be short lived, with no long term adverse effect on your assailant, allowing her adequate time to retreat to safety...??

WAY TOO COOL! Long story short, I bought the device and brought it home.. I loaded two AAA batteries in the darn thing and pushed the button. Nothing! I was disappointed I learned, however, that if I pushed the button and pressed it against a metal surface at the same time, I'd get the blue arc of electricity darting back and forth between the prongs. AWESOME!!! Unfortunately, I have yet to explain to Dana what that burn spot is on the face of her microwave.

Okay, so I was home alone with this new toy, thinking to myself that it couldn't be all that bad with only two AAA batteries, right? There I sat in my recliner, my cat Leo looking on intently (trusting little soul) while I was reading the directions and thinking that I really needed to try this thing out on a flesh & blood moving target.

I must admit I thought about zapping Leo (for a fraction of a second) and then thought better of it. He is such a sweet cat. But, if I was going to give this thing to my wife to protect herself against a mugger, I did want some assurance that it would work as advertised.

Am I wrong?

So, there I sat in a pair of shorts and a singlet with my reading glasses perched delicately on the bridge of my nose, directions in one hand, and Taser in another.

The directions said that:

a one-second burst would shock and disorient your assailant;
a two-second burst was supposed to cause muscle spasms and a major loss of bodily control; and
a three-second burst would purportedly make your assailant flop on the ground like a fish out of water.

Any burst longer than three seconds would be wasting the batteries.

All the while I'm looking at this little device measuring about 5" long, less than 3/4 inch in circumference (loaded with two itsy, bitsy AAA batteries); pretty cute really, and thinking to myself, 'no possible way!' What happened next is almost beyond description, but I'll do my best.

I'm sitting there alone, the cat looking on with his head cocked to one side so as to say, 'Don't do it stupid,' reasoning that a one second burst from such a tiny lil ole thing couldn't hurt all that bad.. I decided to give myself a one second burst just for heck of it.

I touched the prongs to my naked thigh, pushed the button, and...

HOLY MOTHER OF GOD. WEAPONS OF MASS DESTRUCTION. WHAT THE... !!! I AM CERTAIN I JUST MET JESUS!!!

I'm pretty sure Hulk Hogan ran in through the side door, picked me up in the recliner, then body slammed us both on the carpet, over and over and over again. I vaguely recall waking up on my side in the fetal position, with tears in my eyes, body soaking wet, both nipples on fire, testicles nowhere to be found, with my left arm tucked under my body in the oddest position, and tingling in my legs! The cat was making meowing sounds I had never heard before, clinging to a picture frame hanging above the fireplace, obviously in an attempt to avoid getting slammed by my body flopping all over the living room.

Note:

If you ever feel compelled to 'mug' yourself with a Taser,

one note of caution:

There is NO such thing as a one second burst

when you zap yourself! You will not let go of that thing until it is dislodged from your hand by a violent thrashing about on the floor!

A three second burst would be considered conservative!

A minute or so later (I can't be sure, as time was a relative thing at that point), I collected my wits (what little I had left), sat up and surveyed the landscape.

- My bent reading glasses were on the top of the TV.

- The recliner was upside down and about 8 feet or so from where it originally was.

- My triceps, right thigh and both nipples were still twitching.

- My face felt like it had been shot up with Novocain, and my bottom lip weighed 88 lbs.

- I had no control over the drooling.

- Apparently I had crapped in my shorts, but was too numb to know for sure, and my sense of smell was gone.

- I saw a faint smoke cloud above my head, which I believe came from my hair.

I'm still looking for my testicles and I'm offering a significant reward for their safe return!

PS: My wife can't stop laughing about my experience, loved the gift and now regularly threatens me with it!
rotflmao...



A poem for Tea

When the world is at odds
And the mind is at sea
Then cease the useless tedium
And brew a cup of tea

There is a magic in it's fragrance
There is solace in it's taste
And the laden moments vanish
Somehow into space.

The world becomes a lovely thing
There's beauty as you'll see
All because you briefly stopped
To brew a cup of tea

tea-enthusiasts.com

Two hillbillies walk into a restaurant. While having a bite to eat, they talk about their moonshine operation.

Suddenly, a woman at a nearby table, who is eating a sandwich, begins to cough. After a minute or so, it becomes apparent that she is in real distress. One of the hillbillies looks at her and says, 'Kin ya swallar?'

The woman shakes her head no. Then he asks, 'Kin ya breathe?'

The woman ...begins to turn blue, and shakes her head no.

The hillbilly walks over to the woman, lifts up her dress, yanks down her drawers, and quickly gives her right butt cheek a lick with his tongue.

The woman is so shocked that she has a violent spasm, and the obstruction flies out of her mouth. As she begins to breathe again, the Hillbilly walks slowly back to his table. His partner says, 'Ya know, I'd heerd of that there 'Hind Lick Maneuver' but I ain't niver seed nobody do it!'



WIFE: "There is a problem with the tractor. It has water in the carburetor."

HUSBAND: "Water in the carburetor? That's ridiculous"

WIFE: "I'm telling you the tractor has water in the carburetor"

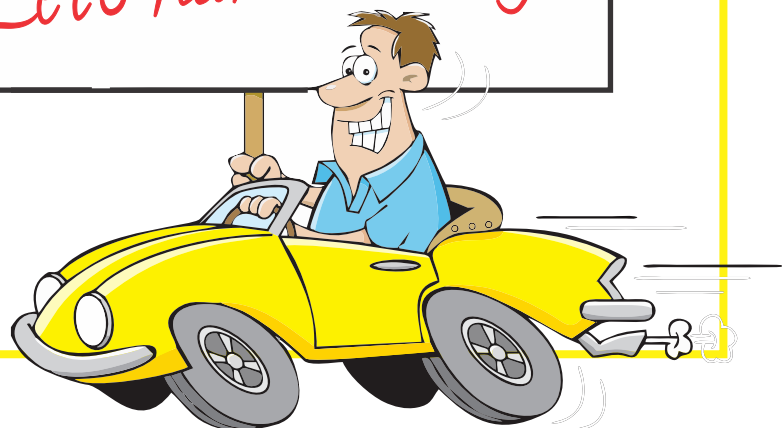
HUSBAND: "You don't even know where the carburetor is. Where's the tractor?"

WIFE: "In the pool"

Nailed it 😂



Let's have a Laugh



BUILDING OF Brooklands Race Track 1920's



JDCQ Gold Coast Register

Gold Coast Folk out enjoying themselves before Lockdown

photos by Robin Kup-Ferroth



Vale: *Sir Stirling Moss*

Sir Stirling Craufurd Moss, OBE (17 September 1929 – 12 April 2020) was a British Formula One racing driver. An inductee into the International Motorsports Hall of Fame, he won 212 of the 529 races he entered across several categories of competition and has been described as "the greatest driver never to win the World Championship".[2][3][4] In a seven-year span between 1955 and 1961 Moss finished as championship runner-up four times and in third place the other three times.

Moss died in London on 12 April 2020 at the age of 90 following a long illness.

CAREER HIGHLIGHTS

Moss raced from 1948 to 1962, winning 212 of the 529 races he entered, including 16 Formula One Grands Prix.[11] He competed in as many as 62 races in a single year and drove 84 different makes of car over the course of his racing career.[12] He preferred to race British cars, stating, "Better to lose honourably in a British car than win in a foreign one".[13] At Vanwall, he was instrumental in breaking the German/Italian stranglehold on F1 racing (as was Jack Brabham at Cooper). He remained the English driver with the most Formula One victories until 1991 when Nigel Mansellovertook him after competing in more races.[14]

1948–1954

Moss began his career at the wheel of his father Alfred's 328 BMW, DPX 653. Moss was one of the Cooper Car Company's first customers, using winnings from competing in horse-riding events to pay the deposit on a Cooper 500 racing car in 1948. He then persuaded his father, who opposed his racing and wanted him to be a dentist,[15] to let him buy it. He soon demonstrated his ability with numerous wins at national and international levels, and continued to compete in Formula Three,[16] with Coopers and Kiefts, after he had progressed to more senior categories.[5]

His first major international race victory came on the eve of his 21st birthday at the wheel of a borrowed Jaguar XK120 in the 1950 RAC Tourist Trophy on the Dundrod circuit in Northern Ireland.[17] He went on to win the race six more times, in 1951 (Jaguar C-Type), 1955 (Mercedes-Benz 300SLR), 1958 and 1959 (Aston Martin DBR1), and 1960 and 1961 (Ferrari 250 GT).[18] Enzo Ferrari, the founder of Ferrari, approached Moss and offered him a Formula Two car to drive at the 1951 Bari Grand Prix before a full-season in 1952. Moss and his father went to Puglia, only to find out that the car would be driven by experienced driver Piero Taruffi and were incensed.[5]

Also a competent rally driver, he was one of three people to have won a *Coupe d'Or* (Gold Cup) for three consecutive penalty-free runs on the Alpine Rally (*Coupe des Alpes*).[17] He finished second in the 1952 Monte Carlo Rally driving a Sunbeam-Talbot 90 with Desmond Scannell and Autocarmagazine editor John Cooper as co-drivers.[19]

In 1954, he became the first non-American to win the 12 Hours of Sebring, sharing the Cunningham team's 1.5-liter O.S.C.A. MT4 with American Bill Lloyd.[20]

In 1953 Mercedes-Benz racing boss Alfred Neubauer had spoken to Moss's manager, Ken Gregory, about the possibility of Moss's joining the Mercedes Grand Prix team. Having seen him do well in a relatively uncompetitive car, and wanting to see how he would perform in a better one, Neubauer suggested Moss buy a Maserati for the 1954 season. He bought a Maserati 250F, and although the car's unreliability prevented his scoring high points in the 1954 Drivers' Championship he qualified alongside the Mercedes front runners several times and performed well in the races.[21] He achieved his first Formula One victory when he won the non-Championship Oulton Park International Gold Cup in the Maserati.[16]

In the Italian Grand Prix at Monza he passed both drivers who were regarded as the best in Formula One at the time—Juan Manuel Fangio in a Mercedes and Alberto Ascari in a Ferrari—and took the lead. Ascari retired with engine problems, and Moss led until lap 68 when his engine also failed.[22] Fangio took the victory, and Moss

pushed his Maserati to the finish line. Neubauer, already impressed when Moss had tested a Mercedes-Benz W196 at Hockenheim, promptly signed him for 1955.[23]

1955

Moss's first World Championship victory was in the 1955 British Grand Prix at Aintree, a race he was also the first British driver to win. Leading a 1–2–3–4 finish for Mercedes, it was the first time he beat Fangio, his teammate and arch rival, who was also his friend and mentor. It has been suggested that Fangio sportingly allowed Moss to win in front of his home crowd. Moss himself asked Fangio repeatedly, and Fangio always replied: "No. You were just better than me that day." [24] The same year, Moss also won the RAC Tourist Trophy,[25] the Targa Florio (sharing the drive with Peter Collins)[26] and the Mille Miglia.[27]

Mille Miglia

In 1955 Moss won Italy's thousand-mile Mille Miglia road race, an achievement Doug Nye described as the "most iconic single day's drive in motor racing history." [28] He was paired with motor racing journalist Denis Jenkinson, who prepared pace note for Moss, and the two completed the race in ten hours and seven minutes.[5] Motor Trend headlined it as "The Most Epic Drive. Ever." [29] Before the race, he had taken a "magic pill" given to him by Fangio, and he has commented that although he did not know what was in it, "Dexedrine and Benzedrine were commonly used in rallies. The object was simply to keep awake, like wartime bomber crews." After the win, he spent the night and the following day driving his girlfriend to Cologne, stopping for breakfast in Munich and lunch in Stuttgart.[28]

1956–1962

Moss won the Nassau Cup at the 1956 and 1957 Bahamas Speed Week.[30] Also in 1957 he won on the longest circuit ever to hold a World Championship Grand Prix, the 25 km (16 mi) Pescara Circuit, where he again demonstrated his mastery of long-distance racing. The event lasted three hours and Moss beat Fangio, who started from pole position, by a little over 3 minutes.[16]

In 1958, Moss's forward-thinking attitude made waves in the racing world. Moss won the first race of the season in a rear-engined F1 car, which became the common design by 1961. At Monza that year, he raced in the "Eldorado" Maserati, the first single-seater car in Europe to be sponsored by a non-racing brand—the Eldorado Ice Cream Company. This was the first case in Europe of contemporary sponsorship, with the ice cream maker's colors replacing the ones assigned by the Fédération Internationale de l'Automobile (FIA).[31]

Moss's sporting attitude cost him the 1958 Formula One World Championship. When rival Mike Hawthorn was threatened with a penalty after the Portuguese Grand Prix, Moss defended him.[32] Hawthorn was accused of reversing on the track after spinning and stalling his car on an uphill section. Moss had shouted advice to Hawthorn to steer downhill, against traffic, to bump-start the car. Moss's quick thinking, and his defence of Hawthorn before the stewards, preserved Hawthorn's 6 points for finishing second behind Moss. Hawthorn went on to beat Moss for the championship title by one point, even though he had won only one race that year to Moss's four. Moss's loss in the championship could also be attributed to an error in communication between his pit crew and the driver at one race. A point was given for the fastest lap in each race,

and the crew signaled "HAWT REC" meaning Hawthorn had set a record lap. Moss read this as "HAWT REG" and thought Hawthorn was making regular laps, so did not try to set a fast lap. The crew was supposed to signal the time of the lap, so Moss would know what he had to beat.[33]

Moss was as gifted in sports cars as in Grand Prix cars. To his victories in the Tourist Trophy, the Sebring 12 Hours and the Mille Miglia he added three consecutive wins (1958–1960) in the 1000 km Nürburgring, the first two in an Aston Martin (in which he did most of the driving),[34][35] and the third in a Tipo 61 "birdcage" Maserati, co-driving with the American Dan Gurney. The pair lost time when an oil hose blew off, but despite the wet-weather, they made up the time and took first place.[36]

In the 1960 Formula One season, Moss won the Monaco Grand Prix in Rob Walker's Coventry-Climax-powered Lotus 18.[37] Seriously injured in an accident at the Burnenville curve during practice for the Belgian Grand Prix at Spa-Francorchamps, he missed the next three races but recovered sufficiently to win the final one of the season, the United States Grand Prix at Riverside, California.[16].

For the 1961 Formula One season, run under new 1.5-litre rules, Enzo Ferrari fielded the "sharknose" Ferrari 156 with an all-new V6 engine.[38] Moss's Climax-engined Lotus was comparatively underpowered, but he won the 1961 Monaco Grand Prix by 3.6 seconds, beating the Ferraris of Richie Ginther, Wolfgang von Trips, and Phil Hill,[38] and went on to win the partially wet 1961 German Grand Prix.[5]

In 1962, he crashed his Lotus heavily during the Glover Trophy at Goodwood held on Monday 23 April. The accident put him in a coma for a month, and for six months the left side of his body was partially paralysed.[13][39] He recovered, but retired from professional racing after a private test session in a Lotus 19 the following year, when he lapped a few tenths of a second slower than before. He felt he had not regained his previously instinctive command of the car. He had been runner-up in the Drivers' Championship four years in succession, from 1955 to 1958, and third in each of the next three years.[40][41]



The F1 legend became Sir Stirling Moss on 21 March 2000 when he received his Knighthood from the Prince of Wales at an Investiture ceremony at Buckingham Palace

Photograph: John Stillwell/PA
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Stirling Moss's Jaguar C-type is well positioned as he takes the lead at the start of the Goodwood Nine Hours Race in August 1953. Moss held the lead before letting Tony Rolt through on pre-arranged team orders. Neither Jaguar finished the race, as both suffered oil problems with an hour to go

Photograph: Klemantaski Collection/Getty Images



Moss (right) and his Vanwall team-mate Tony Brooks, holding up the Grand Prix Cup after winning the 1957 British GP at the Aintree motor circuit. It was Stirling Moss's first British GP victory in a British car, and the first GP win by a British car in over 40 years

Photograph: Keystone/Getty Images



Sir Stirling,
The Earl of
March
& Jochen Mass
photo provided by
Tony Herald



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/Rob Ingram**

Email: **eandftyperegister@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.



Membership News with Stu Gross

Hello Club Members,

The Club would like to welcome the following new and returning members who have joined/rejoined since the March/April issue of the "Queensland Jaguar Driver".

Julian & Dianne Beville-Anderson
Peter Barker & Cathy Birkett
Norm Johnson
Fay Vogelzang
John Allwood
David & Barbara Jaynes (*Returning Members*)
Jacqueline Kelly
Robert & Dana Hyde



The Club currently has 435 members which includes 17 Life Members.

FYI...JDCQ Display Day/All British Day is Sunday, the 20th of September. Keeping my fingers crossed that the Covid-19 pandemic will be under control by then and we can all have a great outing.

Until then.....stay home and stay safe

Stu

membership@jagqld.org.au

What are you doing while
you are staying home,
Margaret Cruikshank,
of Darling Downs Register,
is being taught to weld by
her husband Rob,
good for you, Margaret



NOTICE CONCESSIONAL REGISTRATION

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

JDCQ President

JDCQ Central Queensland- Capricornia Register

Beauties at Benaraby

Written by Lorraine Givney
Photos by Gerry Ross and John Large

On Sunday the 22nd of March, as Australia started to grapple with the realities of COVID19, fourteen members of Capricornia Register gathered at Rod and Robyn Spratt's comfortable Benaraby home to leave behind news reports of impending pandemic challenges in favour of all things social, Jaguar and gastronomical. Rod and Robyn's spacious, covered back verandah proved to be an excellent venue for a delicious morning tea enjoyed with social distancing.



Morning tea with social distancing

After morning tea, John Newton enjoyed sharing his restoration stories with other members. Steve Williams, who restored the red E Type in the photos, exchanged a wealth of knowledge with John. As the men did their best to social distance around the superb Opalescent Blue, 1969 E Type they may have been glad of the space afforded by the elegant long bonnet of this iconic vehicle. Another Jaguar that received much attention was Rod's Old English White XJ 6 Series 2 SWB. This car has been in the Spratt garage since the late 1970s but has been off the road for some time. Having reconditioned the breaks as well as the rear suspension, Rod and Robyn are thrilled that it is now back in use. Some polishing and re-chroming have restored this dignified Jaguar to its original graceful presence. Members will be curious to see which Jaguar Rod and Robyn will drive to the next run; post-COVID19.

Everyone had packed barbeque foods as the plan was to lunch at Awonga Dam however the day was overcast and Rod offered the use of his barbeque. It was an easy decision to continue to enjoy the rural ambiance of the Spratt residence. Nothing quite says 'community' like sharing the preparation and enjoyment of a meal with friends... whilst admiring Jaguars. This sense of JDCQ community is now felt from afar while we wait for the relaxation of social distancing protocols to allow us to once again gather in person. Capricornia Register hopes that all JDCQ members stay purrrfectly safe as Australia weathers the COVID19 pandemic.



E Type excitement



Rod's XJ 6 – back on the road



Rod and Robyn's Jaguars



Beauties at Benaraby

JDCQ Central Queensland- Capricornia Register



Member Profile - GERALD ROSS

Gerry's appreciation of the Jaguar marque was first sparked in the 1950s when he was one of seven children that used to pile into his Yeppoon neighbour's Mark VII to go for a swim at the beach. Memories of fun and carefree times can be powerful motivators and, some years later, when Gerry noticed an XJ6, owned by a Rockhampton doctor his first thought was, 'I want one of those one day'. It stood out for style and was miles ahead of other cars of the era.

In 1981, a drive of a friend's Jaguar further inspired Gerry's interest and about four years later a Regency Red XJ6 with chrome wheels became Gerry's pride and joy. "It looked a million dollars" and it ran well provided the air conditioning was turned off, otherwise it would overheat. Gerry had found his treasured XJ6 in a Breakfast Creek car yard and recalls that it "cost a fortune". Unfortunately, the Rockhampton Jaguar specialist of the time caused more problems than smooth running and the rebuilding of the 4.2ltr XK motor became a project and learning experience for Gerry with help from his father. This costly experience didn't dampen Gerry's love of the XJ6 nor of the Jaguar marque however, in 1992 he did sell his prized set of wheels to enable the purchase of a house in Rockhampton.

Coincidentally, this was also the year that the Capricornia Register established in Rockhampton and Gerry, despite being between Jaguars at the time, attended the inaugural meeting. By the following year, the garage of Gerry's recently acquired Rockhampton home was graced by a Lavender Blue Series 2, XJ6 purchased from a fellow Capricornia Register member. This unsuspecting Jaguar became Gerry's next project. He had a vision that included a custom paint renovation home project. Gerry had a bespoke navy blue paint created and went about the meticulous work of painting this elegant Jaguar; making it uniquely his. Having finished this painstaking and rewarding task he declared the Series 2 as "a keeper" and, true to his word, he still has it today.

Sometimes, one Jaguar simply isn't enough and JDCQ members do occasionally need to make room in their garages. In 2014, Gerry bought a Bronze Rose X 300 from Capricornia members, Garry and Ros Behrendt. He believes this is just one of two X 300s in this colour and would be happy to hear from you if you concur or know differently. This purchase posed a new challenge – electronics problems that nobody had been able to diagnose. In his (then) twenty-nine years of Jaguar ownership Gerry had learned that some repairers that claimed expertise where not as expert as they thought they were so he had learned to do his own research, his own repairs and his own servicing. This approach proved to be highly rewarding as Gerry fixed the hitherto undiagnosed electronics problem and was able to enjoy

Written by Lorraine Givney
Photos from Gerry's private collection



"It looked a million dollars"



Elegant lines from all angles



Son and father project



XJ 6 From Lavender Blue to Gerry's Blue



XJ 6 From Lavender Blue to Gerry's Blue



Series 2 XJ6 - "a keeper"

his X 300 confident that the battery could, once again, be relied upon.

Admiration of Jaguar cars is not just about, owning, servicing and driving. In 2015, Gerry's love of Jaguar cars inspired a holiday with long term friend and fellow Capricornia Register member, Barry Hancock, which included a tour of the Jaguar factory at Birmingham. Sadly, no photography was allowed on this tour but Gerry recounts the attention to detail and quality that permeated the content provided on the tour. The two Jaguar enthusiasts also visited British Heritage Motoring Museum at Sullihull, outside of Coventry, where there are a few Jaguars displayed as well as National Jaguar Spares at Stoneleigh which is like a huge indoor swap meet.

Gerry also alternates the driver's seat with a seat on committee. Apart from being a regular member, valued friend and wealth of knowledge to JDCQ for twenty-eight years, this is now Gerry's twelfth year as Secretary of Capricornia Register. This role proved to be another learning experience. As secretary, Gerry went from having no experience with email to teaching himself to efficiently conduct the duties of secretary for the Register, with much appreciated proficiency and thoughtfulness.

Remember the X 300? Gerry had five good years with this Bronze Rose beauty before he recently decided to trade it in on a Firenze Red 2012 XF, 3 ltr, V6 Diesel, Premium Luxury. This Jaguar is the most comfortable he's known for highway driving and, so far, he's enjoyed trips from Rockhampton to Brisbane as well as a JDCQ run to Gayndah, along with WBB Register, then home via Noosa. Seven decades on from his childhood experiences of hitting the beach in the neighbour's Mark II, one of Gerry's favourite XF runs is from his Rockhampton home to continue to his lifelong enjoyment of the superb beaches of picturesque Yeppoon.



X 300 at Observation Run start 2018



Firenze Red 2012 XF, 3.0d

The Life and Trials of an XK 120

The Second Historie Leyburn Sprints

LES TAYLOR'S XK120 JAGUAR

One of the special interests at the Leyburn Races held by the Queensland Motor Sporting Club on 2nd September 1951 was the first appearance of Les Taylor's new XK120 Jaguar in a track event.

Les Taylor and the Jaguar had received enormous publicity the month before. On the 2nd August, Les and co-driver Dick Rendle established a new open road world speed record. They increased the average speed for the event by 9.8 mph (146 kph). Their actual driving speed, taking fuel stops into account, averaged 100 mph. The highest recorded speed during the event was 135 mph (218 kph). These official times were recorded by the Departments of Civil Aviation and Meteorology.

The world record attempt was organised by Frank Reid, Queensland Manager of Castrol and The Queensland Motor Sporting Club. Castrol sponsored the event financially, as there was hope of establishing an annual 1000 mile event in Australia. The Darwin to Alice Springs road was selected due to its nature and remote location. The car for the purpose, the Jaguar XK120, was selected because of the great success it was having in Europe and the USA, claiming many records. The car was specially ordered for the attempt with the highest diff ratio available. It was delivered to Anderson's Agencies, the Jaguar agent in Brisbane, in February 1951.

Les Taylor painstakingly prepared the car for the event. His reputation to get the most out of a car mechanically as well as his driving ability were local legend. Originally Frank Reid intended to accompany Les as co-driver and photographer, but ultimately Frank was "grounded" by Castrol and Les organised an employee at his bike shop, Dick Rendle, to be co-driver. The car was registered in Les Taylor's name on 6th July 1951.

On its return from Alice Springs, the car, in its original metallic bronze colour, was displayed at the RNA Exhibition. Les Taylor arrived at Leyburn on 2nd September to race in the open event against the Andersons older alloy XK120 and Doug Whiteford's Lago Talbot. As well as the XK120, Les raced his J.A.P. Cooper and his Norton racing bike. His performance is recorded in the open event as a close second to Doug Whiteford's Lago Talbot. This event was filmed and reproduced in the video prepared for last year's Leyburn event organised by the Historic Racing Car Club of Queensland. Les's performances with the Cooper and bike were not recorded in "Motor Sport Queensland". On 26th September Les was awarded a "BLUE" for 'Motor Racing in 1951' by the Courier Mail. His record for the average speed over 1000 miles stood until 1955 when it was bettered by Stirling Moss and Dennis Jenkinson at the Mille Migia in a Mercedes Benz 300 sports racer.

The car was sold to Keith McDonald and it was repainted metallic blue before reappearing at the race track in 1953, driven by Les Agnew. Its performances are recorded in Motor Sport Queensland: 48.17 sec – a new class record

48.31 sec

15 February 1953 7. March 19 April 3 May 16 May 31 May 21 June 4 July 25 July 16 August 23 August 26 September

Whites Hill Climb Strathpine Airstrip Whites Hill Climb Leyburn Speed Trials Strathpine Speed Trials Leyburn Speed Trials Whites Hill Climb Strathpine Speed Trials Strathpine Races Whites Hill Climb Leyburn Road Racing Strathpine Races

9.81 sec – quarter mile 118.4mph-flying quarter mile 44.50 sec – a new class record 9.75 - quarter mile

The Second Historie Leyburn Sprints

Keith McDonald sold the car to Rex Taylor who raced it in the following events: 4

October 1953 Ballard Hill Climb

61.5 sec 21 November

Strathpine Sprints

9.43 sec - quarter mile 6 March 1954

Strathpine Car Races 28 March

Ballard Hill Climb

61.20 sec – a new class record 10 April

Strathpine Sprints

8.91 sec – quarter mile 1 May

Strathpine Speed Trials 8.79 sec 23 May

Strathpine Speed Trials 118.4 – flying quarter mile 30 May

Strathpine Road Races By 1953 the unmodified XK120 Jaguar was superseded as a competition car by the XK120C with 8:1 compression, disc brakes and rack and pinion steering. In July 1954 Rex Taylor sold the car to Tom Rauchle of Leyburn. It was repainted red and apparently gave good service on his mail run for many years. In September 1961 it was purchased by Neville Morris of Dalby who finally deregistered it on 5 July 1968.

I purchased the car in November 1971. Although by this time the car was a restorer's dream, the engine did burst into life again when started - probably a testimony to Les Taylor's skill in preparing engines. A collapsed suspension prevented further testing. The car has now been restored and was registered on 22 July 1996 in time to complete the forty-fifth anniversary of Les Taylor's Darwin 10 Alice Springs event in August 1996. The car faithfully retraced its original route to Darwin via Mt Isa, drove more sedately along the road to Alice Springs, and returned home by way of South Australia and Broken Hill. To complete its reminiscences, it returned to Leyburn for the Historic Leyburn Sprints held on 28 August 1996, forty-five years since its first appearance at Leyburn.

For the technically minded:

1951 JAGUAR XK120

Chassis No 1569 Engine No 7682 Originally Registered Q 540 025 Weight 2800 lb Centre of Gravity 18" Weight distribution 45% front, 55% rear 6 cylinder D.O.H.C. 3442 cc (210 cu.ins) 7:1 compression Max BHP 160 @ 5200 rpm Max torque 200 ft/lb @ 2200 rpm Rear axle ratio 3.27 (100 K @ 2500 rpm)

KEES HEYBROEK

XK 120 History *by Kieran Lillis*

based on information provided by Nev Morris (Dalby) and Shirley Rauchle (Toowoomba) December 2014.

Terry Rauchle of Mort St Toowoomba bought the XK120 from his uncle and had to borrow the money. His uncle, Thomas (Tommy) Charles Rauchle, used the car on a mail run around the Leyburn and Pittsworth area. Thomas was quite proud of the old Jag and would often take it to local Shows where it was often attract a lot of attention. Thomas obviously like convertibles as after selling the XK120 to Terry, Thomas bought an MG. Thomas' daughter in law, Shirley Rauchle (Toowoomba), remembers going for a ride in the XK120 with Thomas and said he drove quite slowly and the trip from Leyburn to Toowoomba seemed to take forever. Shirley thinks this was around 1958/59.

Shirley thought that the car was painted red when Thomas used it as a mail run car.

Nev Morris purchased the XK120 from Terry Rauchle. No money changed hands, Nev swap an old 1950 Chev 30 hundred weight truck for the car. Terry offered Nev the car – he had often bought motorbike parts from Nev and thought he might be interested in it. The XK120 was still registered and Nev drove the car home. When Nev acquired the car it had a very unusual carby set up on it. Instead of the standard twin SUs, a Holden Stromberg was attached to the block with some very primitive plumbing fittings. He doesn't know why this was the case. It could be assumed that the SUs gave trouble and were changed to something simple to repair and maintain in a country environment. Nev took a set of SUs from a 1952 Mk 7 that he had on the farm and fitted these to the XK120 to get it back to a more original state. Nev said the car seemed to run OK with the Stromberg.

While the rego was still current, Nev lent the car to a family friend, Roy Bond (now deceased) who was attending Dalby State High School. Nev thought it would give Roy a thrill to be able to drive the old convertible to school for a while. Apparently the local police also took notice and after Roy had driven the car to school a few times, they called in and had a good look at the car. The tyres were bald, Nev can't remember if any of the lights worked and the body was rather shabby. While they didn't book Roy, they did advise him not to drive it again until it was road worthy. So Nev got the car back.

This comment was found on the Amazon Book website for the book "Jaguar XK120 In Detail". The writer Damien MacDonald doesn't say who his grand father was though.

By Damien MacDonald on May 24, 2014

Format: Hardcover Verified Purchase

Very well researched, I was surprised to see a photo of the 120 my Grandfather owned which set the Darwin to Alice Springs speed record.

In August 1951 he was suddenly famous when he made the daily papers after driving a brand new Jaguar XK120 from Darwin to Alice Springs in 10h 32min, an average of 90.62mph for the 954 miles. He then raced the Jaguar (and the Cooper and a 500cc Manx Norton) at Leyburn in September. Hughes' story recounts how Taylor found a Sydney buyer for the Jaguar, and drove down to deliver it. It was not until his wife opened a letter some days later that she discovered Taylor was on his way to England. Taylor must have been planning this trip for some time



Out and about with the Somerset's

by John & Justin Somerset



XJC from above



Two XJC's chilling at home



XJC v12 at Somerset

Dad's Hire Car

Whenever I book a trip to Brisbane, my first question to dad is, "Do you mind if I borrow a car?". So when my partner and I were called to a function for her family in Tuncurry NSW, we were stoked to hear Dad was going to lend us one of his prized Jags. It's always a pleasure seeing the grey 1976 XJC roll through the airport pick up when I land from Mackay, the car I'd get to drive 1400kms round trip to Tuncurry.

Dad has always been a classic car enthusiast, and this showed through my school and university days. In grade 11, myself and 2 mates went to our semi-formal all squeezed into Dad's red Triumph Stag. During my university years Dad's Jag love further evolved, with the purchase of a hard top supercharged XKR. I have fond memories of him dropping me off at the Doomben races on a sunny August day. These days I have moved up north to Mackay for work and Dad has replaced me with 2 Jaguar XJCs; one the straight 6 and the other V12 as well as a late model SS Commodore (my other favourite Dad hire car).

Now back to my trip to Tuncurry...

When I set off the next morning, I was behind the wheel of the 6 cylinder. I filled the two fuel tanks, checked all the oils and I was off. As I was heading out of the suburbs to the M1, a convertible MG with an older couple driving gave a big wave and smile as I passed - this was to be the first of many comments I received as I made my way down the coast. It was a real pleasure to cruise in, the ride is soft but sporty while the inside is like an old classic bar with the plush leather seats and wooden dash. I had the aircon blowing, music running, I even left the classic hits radio station on for a couple of hours to match the nostalgia of the car before switching to Bluetooth for my own tunes.

I made it Tuncurry without any issues to the amazement of my partner's family. I'm not sure whether they were more surprised that the 44-year-old jag had made it 700ks without an issue or that Dad had leant me such a beautiful car. Everybody was excited to see it and over the few days I was there the family crawled through checking out all the luxury extras. We unfortunately didn't get a chance to take everyone out for a drive, but the car brought plenty of joy to the occasion.

Our drive back to Brisbane ran just as smoothly and was even more enjoyable with my partner sharing the drive. We rolled along the M1 fielding positive comments and receiving plenty of smiles as we pulled up at servos and food stops. What would usually be a tedious 7-hour drive, was instead replaced with an experience that I won't forget. The sight and sound of the old car brought enjoyment to not only myself but my partner, her family, and all the onlookers along the way.



another project, 1963 MGB



front end in repair



Space in Singapore



Caboonbah with Dad 2020



Caboonbah with Dad 2020



Justin & Eliza

Queensland Jaguar Driver

Scavenger Hunt – Competition

JDCQ members are invited to participate in a scavenger hunt. Those who would like to enter simply hunt through the March – April 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 June 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 second the prize of \$25. Winners will be announced in the July – August edition. Happy hunting!

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

JDCQ Member's name:			
Page	Question	#	Answer
1	What were the three <u>surprising</u> reasons for Mr M's call to June?	1	
2	Name the WBB Register March event	2	
3	What service is Jaguar the only manufacturer to offer?	3	
4	Who do you call to reserve library books?	4	
6	What type of rocks were avoided by members?	5	
7	Who travelled from Kingaroy for the picnic?	6	
8	Where was the Darling Downs Register's lunch?	7	
10	How much is the base share paid to each register?	8	
11	Which models were the "couple of special, red cars" at St Valentine's Day?	9	
14	What was "first on the agenda"?	10	
15	What developed on the left-hand front mudguard of the Mk1?	11	
20	How many versions of the mascot graced Jaguar bonnets from 1938 – 1970?	12	
22	What is "the trouble with wide rims and modern low profile tyres"?	13	
23	What does the Monocoque Register have planned for October 2020	14	
25	Where does Wendy advertise all JDCQ runs?	15	
25	How many new members did Stu welcome in this edition?	16	
26	How many hangars were there to browse through?	17	
27	Where did the Racing Red XJS compete?	18	
28	How many member's Jaguars were at Garage 25 that day?	19	
30	What colour is the JDCQ bucket hat?	20	
REMEMBER to submit your answers to June. You can photograph, photocopy or scan the page – with your name written at the top – and email to editor@jagqld.org.au before 20 June 2020			

Classic Engines, Modern Fuel

The Problems, the Solutions

GB21: Classic Engines, Modern Fuel by Paul Ireland, first published in February 2020 by Veloce Publishing Ltd.

What does modern fuel do to your classic engine?

This book is a compilation of Paul Ireland's popular science articles. Based on in-depth research carried out at Manchester University, and featuring real data and practical descriptions, the collection investigates how classic engines respond to modern petrol.

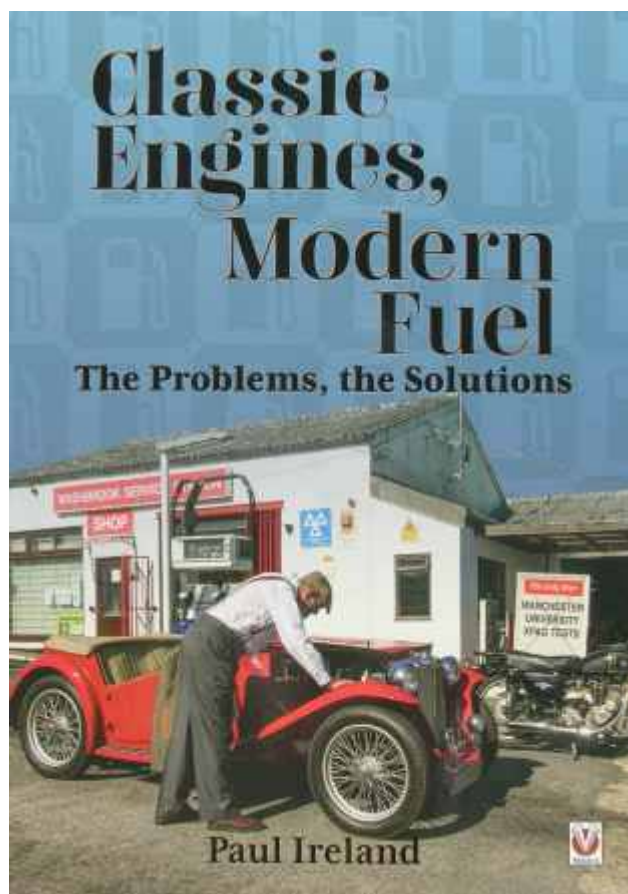
Paul Ireland's years of experience and no-nonsense scientific approach will help you get the best from your classic car – so you will be able to experience the pleasure of driving instead of worrying about breaking down!



1	The XPAG tests	9	Keep the fuel system cool
2	Petrol volatility	10	Choice of fuel
3	Ethanol blended petrol	11	Tuning carburettors
4	Suck, squeeze, bang & blow	12	Tuning the ignition system
5	Carburettors	13	Fitting a vacuum advance
6	Combustion & cyclic variability	14	Testing the engines efficiency
7	Test results weak mixture	15	Conclusion
8	Test results slow combustion	16	Appendix: tuning SU carburettors

Want to improve your classic car's performance and longevity?

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".



Rod & Sue Greasley's

Epic Journey

by Wendy Gross

From Redcliffe Queensland to Jaguar National Rally in Perth, Western Australia in a 1939 SS Jaguar

(christened Catherine after
a full concours restoration).



Day 1, Tuesday, 10 March 2020.

Destination: Port Macquarie

We left at 5 AM to drive from Redcliffe to Port Macquarie, a distance of 598 kilometres and an approximate drive time of 8 hours. Due to daylight saving we lost an hour so the actual time on the road including stops was going to be about 9 1/2 hours.

Our first stop was Woodburn in New South Wales and, after a 250 km drive and a bit less than three hours on the road, we were well and truly wanting a coffee; the car also needed a drink of 91 octane. Unfortunately the only service station in Woodburn didn't have 91 unleaded and the price for 95 unleaded was \$1.54 per litre!

The car started the journey and ran well providing us with approximately 28 miles per gallon or 10.26 litres per 100km, and with only 50 L usable fuel in the tank, fuel economy was important to us particularly on the roads in western New South Wales and across the Nullarbor where fuel stops were expected to be more than 250 km apart.

From Woodburn to our next stop at Coffs Harbour for lunch was approximately 170km and was expected to take us about two hours but as our average speed due to roadwork was not very good compared with the speed limit on the open highways of 110 km an hour, the actual trip took nearer to two and a half hours.

Lunch was at our favourite hotel, the Plantation, on the main street of Coffs Harbour. While Sue did some shopping for shoes- yes more shoes- I ordered the meals and checked

the car. So far everything was good and after a hearty meal (Rump Steak or Greek Salad \$9:90) and now feeling quite relaxed we continued on to Port Macquarie. The temperature today was quite hot at times around 30° C and, with a few showers, the humidity and temperature made the use of the air conditioning essential. Oh did I forget to tell you that our 1939 SS Jaguar has the optional 2017 air conditioning system?

We arrived in Port Macquarie at 4 PM as we spent a little too long at cafés and restaurants on the way and the traffic was a little heavy coming into Port Macquarie at that time of the day. Our accommodation in Port Macquarie was the Waters' Edge Boutique Motel which is right on the waterfront at Port Macquarie, close to all the shops and cafés.

Day 2. Wednesday, 11th March

Destination:

Bathurst via Bylong Way.



At Port Macquarie last night, we met up with a JDCQ member from Queensland. Julio had travelled from Queensland just to make sure that we got the first part of the trip sorted without mishap. So after an evening on the waterfront enjoying a wine or two and local fish and chips with Julio, we went to bed early for an early start for our 10 Hour drive from Port Macquarie to Bathurst via the Bylong Way. Bylong Way is a scenic road that bypasses Sydney to get from the east coast north of Sydney to the area west of Sydney and travels through a little town called Bylong. It is one of the most scenic drives this time of the year as everything is bright green and combined with the vista of the pink sandstone cliffs and the rivers, it is a wonderful drive. The drive also suits the older car well because there are no trucks on that section of road due to a 10 ton limit on one of the bridges.

One disadvantage of starting out very early in the morning is that we had a close encounter with a good size kangaroo on the Pacific

Motorway as he decided to cross where there were no traffic lights or pedestrian crossing. As it was early morning, still dark and slightly raining, we had thoughts of sharing the front bumper bar with a kangaroo for the remainder of the day.

The trip distance was 583 km and most of that was reasonably slow going due to either traffic or the scenic C class road that goes from just south of Singleton all the way through to Bathurst, a distance of around about 230 kilometres.

The SS again performed well and achieved around 28 miles per gallon.

As we had much milder weather, we didn't have to use the air-conditioning.

Day 3. Thursday 12 March

Destination: Griffith

Today we travelled from Bathurst New South Wales to Griffith New South Wales via Grenfell. The total distance was just over 400 km and the drive time at our speed was about 5 1/2 hours plus a couple of stops. We started a little later in the day as from Bathurst south is high population kangaroo country. We arrived at a motel in Griffith at 2pm.

The first stop of the day was at Cowra Rose Garden where we photographed the car in amongst the roses. The recent rain had made all the roses bloom and it was a spectacular sight.



The weather was brilliant. As we started off, it was 16° at Bathurst and the car delighted in a cold climate but since SS Jaguars do not have heaters, it was a little cool inside the car for the first hour for us.

What a difference rain makes. We travelled this road last year at the same time and it was brown as a berry, not a blade of grass anywhere, and this time everything is ultra green. All the dams in the paddocks are full and the grazing areas are full of animals and the place looks like a market garden area.

We stopped at a little café in Grenfell called

"Unwind". It was a little gem and while we were there the owner mentioned that they had received 3 inches of rain just recently and that's why the land was so green. Prior to that they hadn't had any rain since September 2019.

Catherine continued running economically at around 28 miles per gallon and the second part of the trip was even better at over 30 miles per gallon (10.1 Km per Litre). She also ran well today although the bumpy roads slowed our progress as most of the roads south of Bathurst are just in bad condition. We travelled via Mary Gilmore Way which connects to Grenfell to Griffith via Burley Griffith Way.

Walter Burley and Marion Griffin were, of course the designers of Griffith (named after Arthur Hill Griffith, the first New South Wales Minister for Public Works) and the layout of the streets reflects a modern design compared with many of Australia's small cities which, of course, grew up over many hundreds of years.

Today's temperatures were over 31°C but fortunately humidity was only 30%. So far so good.

Day 4. Friday 13th of March

Destination: Mildura

Today our journey started in Griffith with a drive to Mildura via Hay and Balranald, a total distance of 460 km.

What an interesting day!

The weather started off very cool at Griffith at 16°C, then on the Hay plains the temperature reached 36°C, followed by a massive dust storm as we approached Mildura. This was our big opportunity to try out our air-conditioning in very hot and extremely windy conditions. We were overjoyed to be sitting in the car at 22°C in these conditions. Yes the air-conditioning worked a treat!!

Today's interesting sights included a flock of cockatoos right in front of our car, at a major intersection and they were not worried one bit about us! We also managed to spot an emu on the side of the road.

Morning tea was at a beautiful old convent in Hay where we had homemade scones and jam and great coffee. Highly recommended! It made a great backdrop for a photo shoot, even the staff came out and took photos.



Today due to the 35kph headwinds, the very high temperatures and running the air conditioning, Catherine achieved her worst economy ever at 24 miles per gallon (about 8 km/l) but Sue said the air conditioning was well worth the decrease in economy.

Day 5. Saturday 14th March

Destination: Adelaide

Today we travelled from Mildura to Adelaide, a total distance of 420 km. When we started out from Mildura the temperature was 11°C and during the first part of the morning didn't rise much above 15°C. When we finally arrived in the outskirts of Adelaide it was up to around 20°C and very windy, around 30 km an hour from the south east. The wind had been so strong during the night that part of the road just east of Renmark was covered in sand in numerous places.

There was plenty of wildlife on our trip today but the worst part of the trip was the very strong winds which continually buffeted the car and made driving above 90 km an hour very tiring.

At the border crossing into South Australia where the quarantine people check for fruit fly and fruit products we had quite an audience of people looking at the car. It appears they don't see this sort of car very often.

Our morning break was overlooking the Cliffs on the Murray River at Waikerie.

Catherine ran faultlessly again today but fuel economy was down a little bit to about 27 miles per gallon which I think was primarily due to the strong headwinds.

Day 6. Sunday 15th March

Destination: Port Augusta

Today we are traveling from Brighton Beach, south of Adelaide, to Port Augusta a distance of 420 kms.

After having breakfast from our first floor beach front apartment overlooking Brighton Beach at a pleasant 16°C, we headed for Port Pirie for early lunch.



From traveling along the beachfront where the view was spectacular we headed north out of Adelaide and the terrain very quickly changed to saltbush and bare paddocks looking quite dry.

Day 7 Monday 16th March

Destination:

Ceduna via Wudinna

The travel distance today was 470 km and with the road conditions being reasonably good we are able to attain 90 km an hour average. Fuel economy reflected the fact that it was quite a hot day at stages on the road, near 38°C, and with the air conditioning on we were only able to achieve 25 miles per gallon.

The drive has been uneventful and reasonably quiet, only one animal, a feral cat, spotted. The road conditions were superb, compared with the roads we've travelled on in the Midwest of New South Wales and across to Victoria.

We enjoyed the silo art in Kimba and driving into Ceduna the tree lined waterfront was very impressive and so relaxing.



The Foreshore Hotel has lovely rooms and a great bistro, a perfect place to end the day.

On the technical side, the car has been temporarily fitted with monitoring for air fuel ratio, engine temperatures, air inlet temperatures, exhaust temperatures and a few other items so we were able to keep an eye on exactly what the car was doing while we're driving along. The notable thing today was that the air inlet temperature was much higher than previous days due to a very hot north easterly breeze blowing in through the engine compartment and obviously into the engine air cleaners. Today these temperatures were over 60°C. On previous days they were as low as 40°C.

I think the hot air inlet temperatures add to the poorer fuel economy on very hot days. Exhaust temperatures are also higher with the inlet air being hotter. Exhaust temperatures today were around 330°C.

Day 8. Tuesday, 17th March

Destination: Border Village

We left Ceduna in the early hours of the morning just after sunrise as we stayed overnight opposite the jetty.

From Ceduna to Border Village was a distance of about 490 km and, due to the hot conditions of over 35°C, the car only achieved 26 miles per gallon.



Day 9. Wednesday, 18th March

Destination: Balladonia

Today we left Border Village which is the border between South Australia and Western Australia and, although a lot of people think the Nullarbor is in Western Australia, the plain starts at Ceduna in South Australia and goes all the way through to Norseman.

So for the last three days the journey has been through quite desolate and remote country and, with the imminent closures of some of the borders because of Covid 19, the number of travellers we've seen on the road was vastly reduced today.

The distance we had to travel today was 530km. We were told stories about of the large number of camels that cross the countryside in this area but today we saw no camels and very little wildlife at all. Balladonia Roadhouse is at the end of the longest straight section of road in Australia being 143 km long.



When we got Internet reception at Balladonia, we received advanced information from the rally organizer and the West Australian president of the Jaguar Drivers' Club that the rally was possibly going to be cancelled due to the restrictions put in place by Perth City Council and Busselton City Council on the number of people allowed to gather in one place at one time due to the COVID-19 pandemic.

At the end of the day Catherine was still running fine and the only thing that her driver didn't like was the price of fuel at Balladonia, as it's probably one of the most expensive on the Nullarbor at \$1.89 per litre for 91 unleaded petrol.

Day 10 Thursday 19th March

Destination: Kalgoorlie

Very busy day today as it was Sue's birthday and so there had to be regular stops for coffee, lunch in an elegant place (and dinner that night).

We went from Balladonia through Norseman to Kalgoorlie, a distance of over 410km. Weather was fine and cool. What a difference a few days make to the temperatures here!

We enjoyed the scenery from the Frazer ranges with the golden tree trunks to the super pit at Kalgoorlie.



Compared to yesterday, today's fuel economy was much better; in cool conditions, for a distance of 526 km we averaged 28 miles per gallon.

Day 10 Thursday, 19th March

Destination:

Merriden via Westonia.

The weather today was cool and unfortunately wet. We cleaned the car in Kalgoorlie and it rains whenever we wash the car. We took the opportunity early in the morning of taking quite a few photographs of the car in the main street of Kalgoorlie, just before the rain. I've cleaned the car again this evening anticipating that it won't rain tomorrow, but it probably will. If it is fine tomorrow we hope to go with the roof down part of the way. That is a sure way to make it rain.



We went via Westonia as it avoided the road work delays which at times are stops of around 30 minutes. Westonia was a pleasant surprise as the museum there is very interesting. The town had old world charm and character.



Day 11 Friday, 20th March

Destination: Perth via Northam and King's Park

Today we travelled from Merredin to Northam where we received a very warm welcome from some of the members from Perth JDCWA. A photo shoot and lots of chats and discussions occurred.



We were escorted into Perth centre by the Western Australian Jaguar members and then onto Kings Park in Perth by Luke and Terry in the D type. We met up with Rod and Pam with their beautiful SS drop-head. It was also great to meet up with Alan Shepard who made a special effort to come to Kings Park. Terry again made sure he had plenty of photos of the two amazing old girls in such a beautiful backdrop of Kings Park.

We had a great day! The total distance travelled today was 283 km and the



weather started out nice and cool. As we were driving into the Perth suburbs in the afternoon, it was quite warm so we decided the air-conditioning was needed. When we filled up with fuel in the morning our average for the previous two days was just less than 30 miles to the gallon (9.9 km/l).

It was wonderful to finally arrive in Perth and to meet up with other members and also for achieving the long drive from Redcliffe in Queensland to Perth in Western Australia! We have thoroughly enjoyed our trip across the country. Our old girl Catherine has done so amazingly well! Let's hope she continues to perform for her long trip back.

Thanks to all club members who joined us for the escort into Perth and thanks to all who have supported us with good wishes in our travels.

To be continued.....

From Rod's and Sue's emails, edited by Wendy Gross



Dear Delegate to the Jaguar National Rally 2020

As you may be aware last Saturday Rod and Sue Greasley arrived in Perth completing their epic journey across Australia from Red Cliff in Qld to Perth in their beautiful 1939 SS Jaguar DHC, called Catherine. What a Grand old lady is Catherine, she looked like she had just come off the Show Room floor, having had a good bath the night before she showed no signs of the trip of over 5000km nor her eighty one years of age. Sue and Rod looked pretty good too!

A small group of us West Australians drove out to Northam, a town about 100km to the east of Perth to meet them, have lunch together (the restaurants were still open then) and then escort them into Perth. Rod and Sue then travelled up to Kings Park to meet Rod Mathers and his SS Jaguar with some other members of the JCCWA and take some more photos.



Last Tuesday a small group again met with Rod and Sue in Kings Park to present the three visitors, Catherine, Sue and Rod with the Terry Kelly (Memorial) Age Distance Perpetual Trophy. As I said when presenting the award there has previously been some very deserving characters who have won this award but this epic journey in an 81 year old SS Jaguar that did not miss a beat, under the difficult conditions created by COVID -19 overshadowing the journey made Rod and Sue deserving winners indeed.





Sincere thanks to Rod for his daily updates during their journey across Australia, I know from all the feedback from delegates that many people enjoyed reading of their trip very much. It would not be easy, after a long day on the road, to have to write an episode every night before going to sleep. As I said to Sue reading their story each day was like a little ray of sunshine in all the pending gloom of COVID -19 that was descending on us.

Geoff Neil

27 March 2020



Along the way by Julio Machado





JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg, Maryborough and Hervey Bay

EXCERPT BY ROBERT PEARCE

1957 Jaguar 3.4



'Percy' is the latest car in our ever-changing stable line up, but this one might well be a keeper...

He came off the production line on the 27th August 1957 and was sold new on the 25th September by the Lagerwijs Dealership in Holland. It has the 3.4 XK engine with dual carbs and a 4-speed manual with electric overdrive. The first owner had the car for 3 years, then it was resold at the same dealer to the second owner, and then 6 years later the previous owner to us bought the car. He drove the car all through Holland, Europe and all the UK until they immigrated to Australia in 1982, bringing the Jag with them. Once arriving in Australia, they could not register the LHD Jaguar in Victoria at the time, so it needed to be converted. A friend of theirs had just bought another Mk1 in Holland that was from the UK, so it was RHD. They all quickly made a deal, removed all the parts required, packed them up and swapped them over. Once arrived a day and a half later Percy was ready to go again. The mid 90's saw a move to Queensland

and the Jag was driven up from Melbourne to Brisbane. The Jag then spent most of its time up on the Scenic Rim. Time and age caught up on the owner and the decision was taken to finally sell the Jag, then Toni and I spotted it!

The car has been repainted in 1980 as he was badly rusted from the salted roads in Europe, which can be seen in places around the car. No rust ever came back luckily. The interior is still original, except for a bit of replacement carpet. The interior was ordered in Grey, which was a special order at the time. The car also has a very rare factory ordered steel sunroof, one of a very few made. The body was strengthened in the factory, to be able to take the opening, then installed after production was finished by a specialist company (not sure who just yet but I am looking into it with the help of Jaguar Heritage) We have started to strip the interior out to start restoration. The new interior will be Tan, as I dislike grey. The original overdrive switch has been moved to the right-hand side as it was a bit of a reach to get it when driving! (So, I found out driving him home...) The 3.4 was rebuilt 5 years ago, along with the gearbox and rear end. The front end was replaced with a 420-disc set up to "improve" the braking, but now some years later it needs a full go over again. The car drives very well indeed, with plenty of power, and of course sounds like a Jag should! The car has every receipt and bit of paperwork from new, including the shipping papers from Holland to Melbourne. A full set of manuals, parts catalogues etc. are all with the car. It is an amazing read to go through all this history!



The car at some stage has had quite a bad bump in the front, just above the bumper bar next to the fog light below the flasher. The panel is bent as is the bumper. This will need to be fixed at some stage, along with the alignment of the bonnet. The old boy is a bit wobbly in the panels in places, but the structure is sound. The doors need adjustment especially the front two as they have sagged a bit over the years. First job though is their interior, a set of new door cards is on the way along with new Vinyl, Leather, Carpets, Wool Headliner and trims. The door timbers are away at our local restorer and should be back in the next few weeks, then once all the other material turn up my wonderful motor trimmer will go to work as time and cash allow. The cash flow is a bit stunted now with the current virus getting around. I am back to 2 days a week at work, so it might take a little while to complete!!

Toni and I hope everyone are well, stay safe and see you all soon! Robert Pearce.

THANK YOU FOR THAT ROBERT – VERY INTERESTING

OUTING TO MARYBOROUGH

Excitement was abuzz once we all arrived at Arthur and Robyn's Industrial Shed. Arthur was busy setting up the table and chairs and his barbeque when Bob and I arrived a little early and he and Robyn had already prepared sandwiches and organised cakes and biscuits. Bob happily assisted Arthur by putting these items on plates whilst I became a bit lazy and wandered around looking at the massive trucks that were parked in the shed. Imagine trying to drive one of those huge trucks, let alone reversing them – I have difficulties parking my small Peugeot let alone a monster truck!! It was also lovely to meet Dawn as she had been unable to attend the last meeting.



BEVIN AND PAUL IN ARTHUR'S TRUCK – YOU LOOK RATHER SMALL BOYS COMPARED TO THE TRUCKS!!!

Everyone was amazed and a few of the men clambered up into the cab of one of those trucks and you should have seen Paul scarp up the large stairs. He was totally in his element (not a Cane Harvester Paul but close!!) Morning tea was enjoyed by all and thank you Arthur for the sausage sizzle – the sausages and onions were yummy. Arthur gave us a brief history of his trucks and everyone was enthralled. There was a beautiful breeze blowing through the shed and as per usual there was lots of chatter and everyone had a wonderful time. Who would have thought that a shed full of trucks would be so enjoyable – **dare I say** – even more enjoyable than a shed full of Jaguars. **Please don't throw anything at me guys!!!** I would like to say a very big **THANK YOU** to Arthur and Robyn for their wonderful hospitality – it really was a great experience. My dear Auntie always loved trucks and had told me many times that she would have loved to have been able to own a truck and I thought she was nuts, but now I realise what she meant!!!!

Raffle Draw

The winner this month was once again Josie and again she won some sort of fancy light with other contraptions attached. I think there will need to be more female interaction when the next lot of raffle prizes are purchased. Don't get me wrong Bob, all the prizes were great, but maybe a few more feminine gifts would be good!!! I am pretty sure that once again Paul may have absconded with this item. The lucky winner of the Scratchie was Peter – well done to you both.



TOLD YOU THOSE TRUCKS WERE BIG – CONGRATULATIONS JOSIE AND PETER



LEE LOOKING VERY LOVELY



ROBERT LOOKING RATHER CHEEKY

After our exciting morning it was time to drive in convoy to Teddington Weir for a picnic lunch, but with all the food we had for morning tea I'm pretty sure that we really didn't need to have lunch. Once again there was a cool breeze blowing and it is always a very tranquil spot to visit.





MEMBERS HAVING A RELAXING TIME AT TEDDINGTON WEIR



THE E TYPE AND THE S TYPE GLISTENING AMONGST THE BEAUTIFUL GUM TREES

The virus

What a different world we currently have since the last JDCQ deadline which was on 24 February 2020. In the middle of it all I have had to cancel flight tests to meet the government requirements for separation. My doctor said that at my age I am in the "vulnerable" area and if I could not meet the 1.5 metre rule, I should not be doing it. Actually, you would be flat out making a half metre distance separation in a typical light aircraft and you are also handling common controls such as throttle, pitch, trim and mixture.

In addition, I was scheduled to have phase two of an operation on my rear end and the surgeon suggested get it done immediately. It would be some months before it could be scheduled again as the hospital system was going into lockdown on operations to free up beds.

Then followed a mad scramble where I took my Piper Cherokee for a ½ hour flight as it must be flown regularly or risk internal engine corrosion, particularly on the camshaft. I was also scheduled to teach a course on aviation radio which was completed the afternoon before the operation.

Hangar Tug

I have a Subaru Forester in my aircraft hangar which I use to tow my aircraft. Two people can move the Piper Cherokee which weighs 1 ¼ tons but it takes four people to move the ex-military Winjeel which is about 2 ¼ tons or use a tow vehicle. The Subaru decided it didn't want to go and eventually it was traced down to a failed electric fuel pump. While disassembling the internal fittings to replace said pump I came across a pair of tyre irons which were apparently part of the original equipment. Also found a surprising number of small compartments for stowing stuff away.

MK2 happenings

I went to move the MK2 which was parked behind my son's Toyota Landcruiser ute so we could use the ute to tug out an immense bougainvillea bush which was growing on one end of the stables and taking over the joint. The Mk2 started easily but the clutch master cylinder failed and the clutch could not release. I resorted to an old trick and let the engine warm up a bit and then turned it off. I then engaged reverse gear and with the ignition on hit the starter and the car started easily and moved off. I had to do this trick on a number of occasions in my first MK7 when it occasionally blew the clutch hydraulics due to an excessively strong clutch pressure plate which I had fitted after I first bought the car.

Attempting to remove the master cylinder which is held in on two ¼ inch studs I found once again that a gorilla had been involved in the last time it had been replaced. The nuts were wildly over tight and I had to use a foot-long bar over the ½ inch socket to get them to move. Most Jaguar workshop manuals quote a torque figure of 6 to 7-foot pounds for correct tightening of ¼ inch nuts.

On disassembling the master cylinder, it was pretty obvious that the internal bore was pretty corroded and probably beyond simple honing to get it back in shape. I phoned our local stainless-steel re-sleeving place and got a hell of a shock when I was quoted \$280 to do the job. I have previously used this place on a number of occasions and a

similar job has always been around the \$100 to \$120 mark.

Consequently, I started looking around and found that a brand new one was \$290 +GST or approximately \$320 which is what I went for. Fitting the new master cylinder was easy but I made one simple mistake in not priming the cylinder with fluid as well as filling the reservoir. No amount of pumping produced any pressure but eventually I woke up, disconnected the pressure out pipe, filled the cylinder with fluid, re-connected the pipe and pressure was obtained immediately. I then bled the system and all was restored to working order.

At the moment the MK2 is in the workshop shed as I am about to adjust the handbrake pads. That entails use of a four thou feeler gauge and adjustment to meet that clearance level on the disc.

Over tight wheel nuts.

In the March/April issue of this magazine Robyn Todd described how he had been caught out with a flat tyre and wheel nuts that he could not undo and having to summon the RACQ. (I do have his permission to mention his name)

I very nearly had the same problem but luckily it occurred at home. I had used the X300 to go to the 11 March Monocoque register lunch at Yangan. On arrival back home I had put it in the foaling room and promptly dived into a number of flight tests which continued on to the 17 March. A day or so after that I went to shift the X300 and noticed it down at the front right-hand side with a near flat tyre.

I have a very long air hose attached to my compressor so I quickly stuck some air in the tyre and brought the X300 around into the main workshop shed. That is when the fun began as I ended up using a metre-long bar over a ½ inch socket T handle to undo the wheel nuts. There is no way I could have undone these nuts with the standard tool supplied by Jaguar. To be perfectly honest I have never had occasion to remove the front wheels off this car.

I then went around all of the other wheels undoing one nut at a time and replacing it before moving on to the next nut. The other front wheel was the same over tightened situation however the rear wheels were ok. I used a torque wrench set up to 60-foot pounds to retighten the nuts. That is more than adequate.

I have previously written on this over tight wheel nut business which was published in the July/August 2016 magazine however I am hoist with my own petard. At the time I was driving an XJ40 and had bought the X300 sometime later. Consequently, I had failed to follow my own advice although all of the other Jags as well as the falcon ute and Mitsubishi town car had been checked.

I fitted the spare wheel and took the "flat" to my local tyre place where they diagnosed the problem as a "bead leak". Removal of the tyre from the rim and lubricating it and refitting it solved the problem. Incidentally I have discovered that Jaguar specification on the ½ inch nuts used on all models up to the Series 3 XJ6 is 40 to 60-foot pounds with a recommendation of using a torque wrench set at 45-foot pounds.

MK1 getting its "bling"

I have been quietly doing up the MK 1 and have just shouted

it a re-chrome of the number plate light plinth. That along with the NOS right hand taillight and re-chromed left hand tail light is making the rear view of this car quite acceptable.

I have also had the front bumper bar re-chromed and it is currently sitting in the shed with the rear side of the bar painted with two coats of an etch primer surfacer. This is to protect this area of the bar from rust and corrosion. Jaguar used to do this on the MK7 to MK9 models which is one way to pick an early hubcap as they were coated inside with a red oxide. I remember having to recoat the rear bumper bar of my first MK 7 after I had had it re-chromed.

The interior wood of this MK 1 is "fair" except for the upper dash rail which is delaminating and in serious need of attention. I removed it and was faced with a pretty stark panel and thought is there a way to cover it up while I get the original re-finished?

In amongst the junk I had picked up over the years was the remains of a MK2 upper dash panel. It had come out of a rusty wreck and had been covered with black vinyl which I had stripped off. The wood was sound but all traces of veneer had been removed. I found that it would fit if a 1/2 inch was removed at each end. I then salvaged some panel fittings and screwed them in the appropriate places to fasten the upper dash in place. The dash panel was then sanded down and given 4 coats of spar varnish.

The upper dash panel now looks complete and to be perfectly honest it looks the part. You would have to be a MK1 purist to pick that it does not belong in the car.

Well that's about all for this May/June issue deadline

Keep you distance and be safe and safe Jaguaring



MK1 rear shot April 20



Mk1 with MK2 upper dash rail

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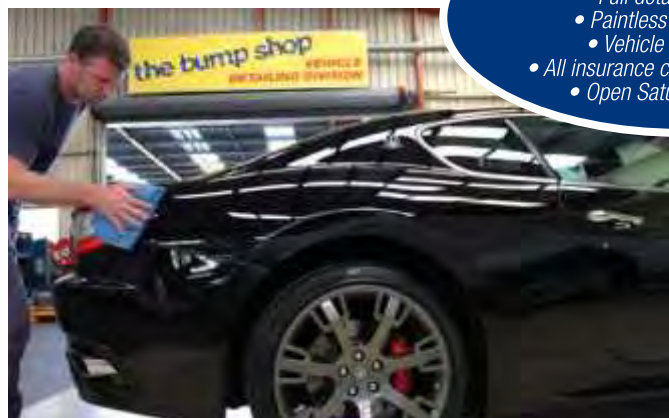


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1961 Jaguar Mk2 3.8 manual with Overdrive

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



Daimler 4.0 L MY1990 (XJ40)

This 3 owner car was delivered new on the Gold Coast in 1990. The second owners bought it in approximately 1995, and owned it for the next 24 years. Currently with 235,657 km on the clock, this car has been pampered, and is a real head-turner. You have the opportunity to buy a reliable daily driver or a stunning club car at today's ridiculously low XJ40 prices. It's easy to do the maths and work out I've only owned the car for 9 months. Shortly after buying it I found an irresistible Series 3 Sovereign, so the Daimler has to go.

- icy climate control air conditioning
- electric seats (heated)
- power windows
- central door locking with remote
- leather interior with slight loss of colour on driver's armrest
- veneered centre console for rear passengers, and 2 storage compartments in rear armrest
- picnic tables with adjustable lighting for rear passengers
- carpets, woodwork near perfect except usual cracking of veneer around ashtray
- original faux-lambswool over-rugs
- near perfect original paint, no rust
- sunroof
- original owners' manuals and log books
- toolkit available (sold separately)
- workshop manuals can be supplied (electronic)
- original ride-levelling suspension has been replaced with correct aftermarket kit The coolant sensor light stays on (about the only annoying fault), due to a faulty (no longer available) sensor apparatus, though the car does not lose coolant, and runs at normal temperature at all times. Correct toolkit for this model is available to the right buyer. This car could be driven regularly, or treasured as a future classic. With minimal expense it could be a serious Concours contender.

Price: \$9,900

Contact: Will

Mob: 0409 487741 Location: Burpengary East



1987 Jaguar XJ40

Attached please find photos of XJ6 Jaguar I bought it 10 years ago to help a neighbour out but has sat in my shed ever since and is time to move on.

Runs well I had it checked for registration thought I might put it on club rego they said suspension bushes were fairly perished but otherwise ok.

Looking for reasonable offer

Price: \$2,500

Contact: Jim Hurley

Mob: 0428 730 726

Location: Kyogle

(may be able to arrange delivery to Brisbane Gold Coast area)



1964 MK2 Jaguar Automatic

Rebuilt engine done 2000k's

Rebuilt gearbox at same time

Rebuilt front end at same time

Interior refitted at same time

Wire Wheels

Tyres- excellent

1 set of solid rims and tyres as spares

2 starter motor spares

Spare dash

Spare brake disc

Price: \$48,000 ONO

Contact: Mick Keyte

Mob: 0448 252 177 or

0429 135 015 for inspection.

Location: Gloucester NSW



1999 Jaguar XK8 Coupe

Same owner since new. It has travelled 250,000 km. Registered until May 2020. Safety certificate available. Has an oil leak but otherwise in very good condition.

Price: \$20,000

Contact: Ross Hensman

Mob: 0409 547 964

Email: r.hensman@bigpond.com

Location: On the Sunshine Coast

Parts & Accessories

Collection of Jaguar World English Car Magazines

159 in TOTAL

JAGUAR QUARTERLY

Volume 3 number 2 winter 1990 to Volume 4 number 6 July/ August 1992

It then became JAGUAR WORLD

Volume 5 number 1 Sept/Oct 1992 to April 2008

All there except May 2005

All in excellent condition Some very interesting reading for Jaguar lovers and/or collectors

Price: \$160 negotiable

Contact: Sandra

Mob: 0413 185 371

Location: Bellbowrie

Collection of Australian Jaguar Magazines

Editions 26 to 200 Years

April/ May 1989 – December

2019 Also Edition 22

August/ September 1988

175 magazines in total.

All are in exceptional condition, none missing.

Price: \$200 for the lot but I am willing to negotiate on any reasonable offers.

Contact: Sandra

Mob: 0413 185 371

Location : Bellbowrie

Jaguar Workshop Manuals

Genuine Jaguar XJ40 Parts

Catalogue 2.9 & 3.6 Litre

Price: \$40

Jaguar XJ40 Workshop

Manual Owners Edition

2.9, 3.2, 3.6, & 4.0 Litre

1986 to 1994 180 pages.

Printed in NZ.

Price: \$40

Jaguar XJ12 S1 & S2

Autobooks Workshop Manual.

Price: \$20

Contact: Sandy

Mob: 0402 029 906

Location: Brisbane

Promote your Business in these pages.

Advertising rates for 6 issues, including GST:

Business Card size advert

Full colour Half page

Full colour Full page

(up to 18cm wide x 13cm high)

(up to 18cm wide x 26cm high)

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

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

\$ 660.00 for 6 issues

\$ 1,100.00 for 6 issues

Parts & Accessories



Personal Qld Number Plates JAG 306

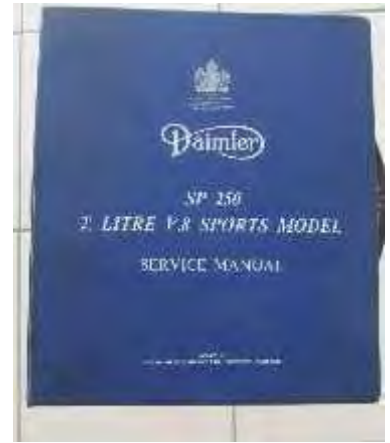
In very good used condition

Price: \$500

Contact: Denise Hutchins

Email: denihutchins@gmail.com

Location: Gold Coast



Daimler SP250 Dart V8 Sports Genuine Workshop Manual

Price: \$170

Contact: Sandy

Mob: 0402 029 906

Location: Brisbane

JAGUAR PARTS FOR SALE NEW OLD STOCK

- 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 PAS Belt V12 \$10
- 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 V12 E Type Oil Filter \$25
- 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 Rack Bush LHS Not pas E Type S1&2
- 1 pr Front Brake Disc Rotors X Type \$130pr
- 1 Transmission Mount Auto DG. E, 3.8, Mk1&2, 340, 240. \$15
- 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 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
- Jaguar Workshop Service Manual XJ6/XJ40 2.9 & 3.6. 5 Volumes \$100

Any Question Just Ask Sandy

Contact: Sandy Mob: 0402 029 906

Location: Brisbane

Collection of Jaguar World English Car Magazines

159 in TOTAL

JAGUAR QUARTERLY

Volume 3 number 2 winter 1990
to Volume 4 number 6 July/
August 1992

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All there except May 2005

All in excellent condition Some
very interesting reading for
Jaguar lovers and/or collectors

Price: \$160 negotiable

Contact: Sandra

Mob: 0413 185 371

Location: Bellbowrie

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Model Registers Queensland

Chassis Cars

Lloyd Andersen 3294 8960



SS, MkIV, MkV



XK120, XK140, XK150



C-type, D-type



MkVII, MkVIII, MkIX

Classic Monocoque

Bill McMonagle 3882 0903

Robin Todd 4664 8509 randvtodd@bigpond.com



Mk1, MkII, 240, 340, Daimler V8



S-type



420 Compact



Mk10, 420G, DS420

E type & F type

eandftyperegister@gmail.com

Tony Nelson 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. (IA 18106)

ABN: 31 195 910 938

PO. Box 3513, South Brisbane, Queensland, 4101

Title.....Surname.....Title.....Surname.....
 First NameFirst Name.....
 Preferred NamePreferred 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 2019 – 30th June 2020):

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 2019 – 30th June 2020):

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	\$

<u>Office Use Only</u>	
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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Jaguar Club Cloth Badges



There have been enquiries from members for cloth badges, showing our logo for the Jaguar Drivers' Club of Queensland, the same size as on the Club shirts.

We need to know how many members would be interested.

The badges would be available at \$ 9.50 each.

Please let us know of your interest, if enough members want them then we will order a batch to be made.

Respond please to Helen by email:
regalia@jagqld.org.au

Smaller Shirts Now Available



By Popular Demand

The Club has increased the range of shirts to now include sizes for the smaller ladies.

**Ladies sizes 8, 10 and 12
are now available**

This supplements the range of Club shirts already proving so popular with Club members, as now being seen at every Jaguar Drivers' Club Queensland event.

All the other sizes continue to be available:
Small / Medium / large / XL / 2XL / 3XL / 4XL

THE NEW F-PACE SVR

SORRY TO APPEAR AGGRESSIVE



The new F-PACE SVR, created by Jaguar Special Vehicle Operations. 5.0L V8 404kW Supercharged engine. 680Nm torque. 0-100km/h in 4.1 seconds. Turn your attitude up.

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