

**Queensland**

**JAGUAR**

**Driver**

**November - December 2020**



***'Two-doors through the ages' by Capricornia Register***

**John Newton with his restored 1955 XK 140 SE, Steve Williams by his restored 1970 Series 2 E-Type 2+2 Coupe, Rodney Spratt and his 1985 XJS HE, Jon Minards along side his 2018 F-Type 380 V6 R-Dynamic**

***photo by Lorraine Givney***

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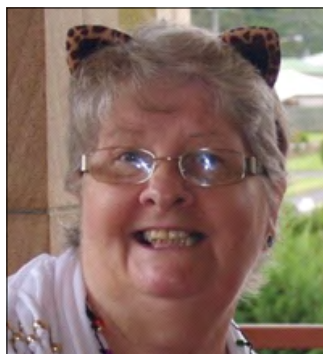
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# Queensland Jaguar Driver November - December 2020

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



### EDITORS MESSAGE

Hello fellow members,  
I hope you have all been enjoying our beautiful rain, as well as attending some Jaguar events. We, slowly, seem to be moving into what, I think, will be our new normal, it's hard to remember what normal use to be.

This is quite a packed issue, with register Christmas fliers, the wonderful second part of our Patron, Ron Gaudion's story and tales of events that have occurred here and there, with our Jags.

It seems like it should be too early to talk of Christmas, but it will be on us before we know it. I have cheated a bit, this year, I have been ordering things online, a few things that have popped up on Facebook, so far, I am very pleased with my purchases. The only problem I have, is that all these things arrive at our home in a white van and our little Westie, Jock, has a dislike of white vans. One of the drivers came to the door with doggy biscuits for Jock, to make friends, Jock ate the biscuits then continued barking at him, he is such a friendly dog, once people are in the house. Between this issue and the next, we have the AGM, so if we should have new nominations and a new committee, I would like to take this opportunity to thank my fellow committee members for their support and all of their hard work and for their resilience in coping with the knocks and forging on regardless, especially, our President Jim, who has done a terrific job, and is honest, reliable and puts others needs before his own. We are just a group of ordinary members who have stepped up to take on roles, that are necessary to keep our club running. I want to wish you all the best for the coming Christmas and New Year season, let us hope 2021 is a better year for us all. That's it from me, stay well, stay safe and drive carefully, maybe see you on the other side of the AGM, 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

Two-doors through the ages  
by Capricornia Register  
photo Lorraine Givney

### Next Jaguar Driver Magazine.

Deadlines for  
Closing Date for Contributions 16th Dec 2020  
Classifieds Deadline 14th Dec 2020

### Life Members

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

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# Queensland Jaguar Drivers Club Forthcoming Events

Due to the COVID Virus, it should be noted that any of these events may have to be cancelled at short notice

## November Calendar 2020

Thursday 5th	Chassis Based Register	12 noon	Lunch at Karalee Tavern <i>contact Lloyd Andersen 32948960</i>
Monday 16th	Brisbane Register	Meeting 7.30pm	at Yeronga Services Club 391 Fairfield Road Yeronga
Wednesday 18th	Monocoque Register	Bestbrook Resort	<i>contact Robin Todd 46648509</i>
Saturday 21st	Modern Compact Register	Lunch	at Glamorgan Vale Pub <i>contact Terry Whitehouse 0409072500</i>
Saturday 28th	Brisbane Register	Christmas function	Wynnum Manly Leagues Club <i>details flyer in this issue</i>
Sat 28th/Sun 29th	Capricornia and Wide Bay Burnett Registers		<i>combined Christmas Dinner and get together, at Agnes Waters 1770. Accommodation and dinner at Sandcastles 1770 motel. For accommodation ring Sandcastles on 49749428 and mention Jag club dinner</i>

## December Calendar 2020

Thursday 3rd	Chassis Based Register	Lunch	at Karalee Tavern <i>contact Lloyd Andersen 32948960</i>
Sunday 6th	Gold Coast Register	Christmas Party	<i>flyer in this issue</i>
Sunday 13th	Darling Downs Register	Show and Shine	<i>see flyer in this issue</i>
Thursday 17th	Brisbane Register	last event for 2020	<i>flyer in this issue</i>

## January Calendar 2021

Tuesday 26th	Brisbane Register	Australia Day	A Day in the Shade of the Gums <i>details TBA contact Joy Cooper 0419732091</i>
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Members are encouraged to attend any events in any of the registers. Please refer to the JDCQ website for details of calendar events



# ***Jaguar Life***

## *President James (Jim) Reid*

October/November 2020



Greetings fellow Jaguar lovers.

This is the last article before the AGM next month and so I need to Thank the committee for all their work with what has been a very difficult year, each and every one of you have given 100% effort and this club should be proud of your effort, as I am.

The executive has held the last meeting before the AGM and two sub committees have been decided on, and they are the Constitution/ By-laws and the Finance committee, the job of both committees is to revue the existing rules and offer changes they believe should be made and the new committee will revue these reports and decide the outcome. The chair of the constitution/ By-Law will be Perry Rolton and John Somerset chair of the Finance group.

Your committee also approved the spending of \$10/head for everyone attending a register Christmas party, which will be paid to each register on receipt of attendance list.

We will now be leaving Australia day arrangements to individual registers to organise; I look forward to seeing the possible places Maureen and I will be able to go, and enjoy the company of fellow members.

As I have previously stated, the AGM will be held next month, the 9th November. We will be holding it by ZOOM only so I hope to see as many of our members as possible on the night.

The Tasmanian National rally has been pushed back to a tentative date of 18th March 2022, but no sponsors are available to help with costs. From 2024 Rallies will only be held every two years.

Finally, I would like to thank the club for all the help that has been shown to myself and the executive and should I be re-elected I will be able to see some of the changes that will be suggested by the two Sub-committees.

Regards

Maureen & James (Jim)

## Lunch at Zegatos—The Gap

### YOUR LAST BRISBANE REGISTER 2020 EVENT - ENJOY A SCENIC DRIVE

- **17th December** 10.00am meet at Bullocky Rest, Lake Samsonvale, Strathpine  
(UBD Map 94 M4; GPS 27° 16' 25" S 152° 56' 23" E) for BYO morning tea
- 11.00am enjoy a scenic drive for approx. an hour
- 12.00pm dine at Zegato's in air conditioned comfort at The Gap <http://www.zegatos.com/>

All Covid restrictions will be followed

**Please RSVP**—This restaurant is opening especially for us and we need 20 people.

RESERVATIONS FOR CATERING PURPOSES ARE REQUIRED

PLEASE Email Wendy at goodwillpark@hotmail.com by 11/12/20 0497203257



Jaguar Drivers Club of Qld Brisbane Register

## Christmas Party

*Wynnum Manly Leagues Club*

### On Arrival-

- Welcome drinks
- Canapés pre-lunch
- Traditional Christmas Lunch Roast Pork & Turkey
- Dessert – Alternate drop
- Tea & Coffee
- \$45
- Welcome drinks and prizes sponsored by the JDCQ and the Brisbane Register
- Songs of 60s 70s 80s trivia

92 Wondall Rd, Manly West

**Saturday 28th November -11.45 am**

**RSVP by 1st November** - by phoning or emailing your acceptance

and any dietary requirements to: Phil Sperryn phil.ruthb@gmail.com or 0412187130

**Pre-payment is necessary** by direct deposit before the 1st November to:

The Jaguar Drivers Club of QLD Inc (include surname as a reference) BSB 484 799 Acc No 506117953  
or cheques made Payable to "Jaguar Drivers Club QLD Inc" & write "Brisbane Register Account Christmas Party"  
on the reverse then post to : Brisbane Register JDCQ, C/- PO Box 6132, Fairfield Gardens Qld 4103



## GOLD COAST CHRISTMAS PARTY



**TO BE HELD ON SUNDAY 6<sup>TH</sup> DECEMBER  
AT THE GLADES GOLF CLUB, GLADES DRIVE ROBINA  
MEET FOR DRINKS AT 11.30AM WITH LUNCH AT 12.00PM**

**A FREE DRINK OF WINE, BEER OR SOFT DRINK WILL BE AVAILABLE ON ARRIVAL  
FOLLOWED BY AN ALTERNATE DROP THREE COURSE LUNCH  
TOGETHER WITH FRESH ROLLS, TEA OR COFFEE**

**WE WILL HAVE OUR USUAL CHRISTMAS HAMPER PLUS OTHER PRIZES  
COST WILL BE SUBSIDIZED BY THE CLUB - MEMBERS TO PAY \$30PP**

**RSVP: DI COOPER 0411 176050 BY 30<sup>TH</sup> OCTOBER  
(PLEASE ADVISE ANY SPECIAL DIETARY REQUIREMENTS)**

**PAYMENT REQUIRED BY 30<sup>TH</sup> OCTOBER TO  
CLUB ACCOUNT BOQ 124-001 A/C No. 10224513**







Darling Downs Register

# Show and Shine

Sunday 13th Dec 2020

Venue - Bracknell Lodge at Wyreema

<https://bracknellodge.com.au>

All members are invited to join the Darling Downs Register for our annual Show and Shine to be held at **Bracknell Lodge** 56 Rosenberger Road, Wyreema QLD 4352, on Sunday 13th December. Bracknell Lodge, just south of Toowoomba, is a new elegant and uniquely Australian venue. Lunch will be provided in the function centre following the Show and Shine judging.

**Cost is \$25pp** (after subsidies from the JDCQ and the DDR) 12.15pm  
- **served lunch** - roast meats and seasonal roast vegetables and salads, bread and butter.  
**Dessert** – Mud cake, apple crumble, pavlova and cheese cake.  
Lunch is a two course meal which will be served at your table (to comply with covid rules) with tea and coffee. **BYO drinks and alcohol.**



**The Show and Shine will commence at 10.30am.**

**BYO morning tea.** People's choice judging will commence at 11am and close at 12pm.

Lunch commences at 12.30 and winners will be announced after lunch. Cars will be judged in four categories;

**+ Pre XJ Saloons + XJ – XJ40 Saloons + Modern Saloons + Sports (all two door cars)**

\$5 will be charged for each car entered in the Show and Shine. The winner of each category will receive a \$25 voucher.

**Hobby Display** – Once again, participants are invited to bring along and display an item related to a hobby (preferably a different item from last year's). You might like to explain your hobby to the group during the Show and Shine presentations. It's a simple way to learn more about each other and it adds another little bit of interest to the day.

**Bookings need to be made and paid for with Kara Formella**

(Darling Downs Register Treasurer)

by Monday 7th Dec. Ph. 0488 463 056 or email to

[formella@antmail.com.au](mailto:formella@antmail.com.au)

or post to PO Box 6396 Toowoomba West 4350.

**You can also pay by direct deposit** to the following account but make sure you put your name and Show and Shine as your reference

(also call or email Kara to let her know numbers and to expect your payment).

**BSB: 638070 a/c: 10122036 Acc. Name: JDCQ Darling Downs Register**



Show and Shine area at Bracknell Lodge.

If you have any questions please ring **Kieran Lillis at night on 0439 634 269**

# JDCQ Darling Downs Register

## October Event

photos and story by Terry Whitehouse

### Darling Downs Weekend Away Not Weekend Away Run

Our weekend away run had to take a different format this year as finding accommodation and places that were willing to do a multiple booking was impossible so we decided to just make it a day run instead which worked out rather well. After a couple of bookings being cancelled due to COVID-19 we finally found an interesting venue for our morning tea.

I phoned up the Awassi sheep dairy at Grantham and a booking was made for morning tea cheese tasting and guided tour of the dairy and the milking process.

We started our run after meeting up at the water tower at Mt Kynock just on the north side of Toowoomba and the a run down through Murphy's Creek and on to Grantham and the sheep dairy.

Upon arrival we were guided to the coffee and tea area to get some refreshment before our host told us about the origin and history of the Awassi sheep breed and then took us through the milking process, which was very interesting then over to the avocado orchard for the morning tea cheese tasting. Like a lot of other people I had never tasted sheep cheese and was very surprised at how good it is. We had plenty of cheeses to taste both soft and hard and most of our group gathered in the little shop to make their various purchases before we left for our next stop for lunch.

We took a pleasant drive in the country through the back of Gatton, out through Lake Clarendon then on to Lowood and finally Glamorgan Vale to reach our next venue which was the Bottletree Hotel where we enjoyed a delicious lunch and spent a few relaxing hours in the cool and enjoying each other's company.

We finished up with our register meeting and made our departure for home. Next year hopefully we will be able to have our weekend away.





# WHY I JOINED ECURIE ECOSSE

BY RON GAUDION

I was very happy working for Jaguar but my interest was in gaining experience. Jaguar only engaged in three racing venues a year, Silverstone (their local circuit), the 24 hour at Le Mans and the 12 hour at Reims. There was no indication that I would be a permanent 'team member', so I decided to have a chat with 'Wilkie' Wilkinson, the Chief Mechanic with Ecurie Ecosse, when he would be coming to collect two of the three cars they had ordered with the teams transporter. When he arrived I introduced myself and said, "I believe you need another mechanic," he replied "Yes, but you would have to see Mr Murray, our Patron. We will be racing these two cars at Aintree, over the weekend, come up and speak to him." So, that's what I did. I asked Mr Murray what his agenda was for the next season, (1956), he told me he intended to enter fifteen events, both in the U.K. and on the continent. I quickly calculated that's  $15 \times 3 = 45$  cars to be prepared and serviced under racing conditions, (great for experience). I said "Sounds good, what are the wages?" "Eight pounds ten shillings per week," he replied. "That's not much, I'm getting eighteen pounds at Jaguar," I told him. He told me even his top man 'Wilkie' was only paid ten pounds. (I realized later that in Scotland the going rate for a mechanic was eight pounds ten shillings, whereas in England it was twelve pounds) I then asked about expenses and was told it was thirty shillings a day, for each day you were away from base, which would cover meals and accommodation. I said, "OK I will come over for ten pounds a week plus expenses". "Done", says he "When can you start?" I told him to give me a fortnight to give notice to Jaguar and then I would join them.

When I joined it was getting towards the end of the racing season, which runs for six months, March to August inclusive. Ecurie Ecosse had entered the three cars in the final race of the season at Crimond, an airfield circuit outside Aberdeen.



Le Mans 1955

Winning Jag Returning Home.  
Taken at Elmdon Airport/Birmingham  
with mechanics and technical staff.



Le Mans start 1955



Le Mans 1955

Mike Hawthorn - Lofty England - Ron Gaudion - John Cooper

After that, Winter would set in, so it was a good time to lighten the cars where possible and do some work on the overhead gear, this, Wilkie claimed would increase the engine rev limit from 5800 to 6200 RPM.

The first race of the 56 season was at Snetterton in South East England. We, that is. Stan Sproat, the other mechanic and I, had also fitted new brake pads over the winter months.

We arrived on the Friday, practice was on Saturday morning, one race in the afternoon and three short races on the Sunday. David Murray (DM) said when you unload the cars, do a few laps to bed the brakes in. So, Wilkie was in one car and Stan and I in the other two. After three laps we came in, DM said to Wilkie, "I had the stop watch on you, getting slow in your old age" (joking of course). Now, Wilkie, in all due respect, had pre war, been a riding mechanic for Billy Cotton, (Band leader of some renown) at the old Brooklands track, and later was preparing M.G.'s and driving them at times. He was a wizard at tuning SU carburettors, but hopeless when dealing with Webers fitted to the D Types, the XK 120's and the C Types which



B.A.R.C. National Meeting Goodwood  
Saturday 8th Sept 1956 Ron Flockhart

Ecurie Ecosse were running in '53 and '54 were, of course fitted with SU's. Well, anyway, this comment from DM must have played on Wilkie's mind, because he said, "Stan, when you went passed me the car sounded a bit fluffy, I will take it out and check it". He was certainly going 'great guns' when he passed the pits, but was going far too fast for the right hand corner at the end of the short straight, locked up the front right hand wheel and proceeded into the freshly ploughed inner field, the nose of the car dug in, did 3 nose for tails, throwing Wilkie out on the first loop. Naturally, the car was extensively damaged, with Wilkie sitting up in an adjoining furrow, with only a bruised knee. We didn't hear what DM said to Wilkie, but he was not at all happy, it meant the car going back to the 'works' for repair.

The team then raced at Oulton Park, Silverstone, then Goodwood before going to the continent for the next four races. Ecurie Ecosse had entered one car for the 1956 24hr Endurance race at Le Mans, drivers were Ron Flockhart and Ninan Sanderson.

Ron was a mechanical engineer, drove an Austin Healy, and was a test driver for BRM, he also flew a WW11 Mustang, a very serious competitor.

Ninan had a second hand car yard in Glasgow and raced an XK 120, he was an amateur driver who liked to have fun, a bit of a prankster and rough around the edges.

For the '56 Le Mans the works had entered 3 cars, our pits were adjacent to each other. Within the first couple of laps two of the works cars had an accident, at the end of the Mulsane Straight, hitting a spinning Ferrari, both Jaguars and the Ferrari were out. The leading Jaguar, with Hawthorn driving, started 'missing' at the 12th lap, after numerous pit stops, changing plugs to no effect, the next time in the pits the bonnet was lifted with the motor still running, you could see a white mist pulsating, #3 injection pipe had a hairline crack, (it was the first race using the new Lucas fuel injection system) Fortunately, a spare set of pipes were carried under the passenger seat and after replacing the offending pipe, there were no further dramas. During this time of frequent pit stops, Hawthorn dropped from running 1st down to 12th, by the end of the race the Hawthorn/Bueb car came in a very credible 5th.



Le Mans 1956  
Peter Collins - Ron Gaudion - Stirling Moss - Ron Flockhart  
Ninlan Sanderson - Far Right "Wilkie" Wilkinson - David Murray

The E.E. entry driven by Flockhart/Sanderson came in 1st, beating the Aston Martin driven by Moss/Collins, by 2 laps. This was the first time that a private entry had won this prestigious event. Then onto Reims 12hr race, 3 works cars entered, 1 from Ecurie Ecosse. The race had been in progress for 11 hours and 57 minutes, the works cars 1, 2, and 3 and the E.E car in close 4th. Lofty had their signaling board out showing the finishing order, Haw, Ham, fair on the second last lap Jaguars running 1, 2, 3, 4 in line astern. Come the last lap 100 meters from the finishing line, Duncan Hamilton dropped down to 3rd gear, planted the foot and passed Hawthorn to the line, Duncan was immediately sacked for breaking team orders. Still more drama, here we were waiting on Flockhart to finish behind the works cars, but no Flockhart, on looking back along the pit straight, about 200 meters back, going very slowly was Flockhart, on the very last lap, on the last corner he broke a half shaft, fortunately all D types were fitted with ZF limited slip differentials, and he was able to crawl to the finish line and maintain his 4th place.

Why did Hamilton defy team orders?? Duncan had overheard one of the team mechanics saying there was no replacement in the immediate future for the D type and Jaguar would be retiring from racing after this season. So, being Duncan he wanted to go out with a big win. In truth the D type, after 3 years was past its use by date. However, Duncan continued racing D types at local club events, and on the continent, he owned 2 production models.

Let's now fast forward to '57 Le Mans, with no works entries, 5 privately entered D types would hold up the prestige of Jaguar, 2 from Ecurie Ecosse, 1 from Ecurie Belge, 1 from France and 1 Duncan Hamilton. The 2 entered by E.E were



Long Nose ex works cars , one being the fuel injected car (there by lies a tale) For the start of the '57' season Jaguar sold the first of the long nose models to E.E. the second one being the fuel injected 3.8L model, Lofty England was reluctant to deliver the car before Le Mans. David Murray was on the phone weekly chasing it's delivery but Lofty kept making excuses. The 'fact of the matter' was that Lofty didn't want Wilkie 'tinkering' with the fuel injection system, ( he did not have much faith in Wilkie) So a compromise was suggested by Lofty to David Murray, send Ron down 10 days before, he can help prepare the car, we will bring him up to speed with the new injection system, the new quick change brake pads and a few other improvements and he can bring the car with the others we are preparing and deliver the car in time for scrutineering on the Wednesday. We, actually, arrived in Le Mans on the Tuesday.

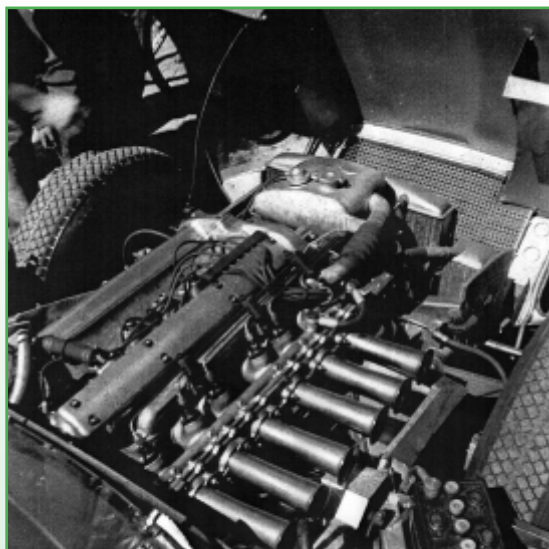
Drama :- Just follow the car in front. Lofty, the morning we left the factory, "We are going to fly the cars over via Bristol Freighters, 2 in each plane, from an airfield down south, I will be using country back lanes, keeping away from the highway, Just follow the car in front". Easier said than done. Lofty was in the Hamilton entry, followed by Len Heyden in the French entry, Ted Brooks in the Belgium and me in the E.E. car, tail end Charlie. About half way going down these country lanes, it was easy going, no traffic, then all of a sudden, a farmer with a tractor/trailer, fed up with waiting for the cars to pass, he shot out in front of me and for the next half mile I was forced to follow him at 20m.p.h (impossible to pass in the narrow lanes) until he swung left into an opening into a paddock. Where was the car in front? Nothing in site, didn't know which airfield, so catch up if I can. So, then was my best drive in a D type, I dropped down to 3rd and stepped gently on the metal, at about 80m.p.h I selected 4th gear and would you believe I got 'wheel spin 'doing 100m.p.h, yes, the road was slightly damp, due to a heavy dew overnight, so concentrating on the road ahead, and now doing a little over 150, I spotted the car in front, a sigh of relief, no further drama.

We landed in Cherbourg and drove the cars across France to Le Mans, I peeled of to the South towards Loeu, a small town where we had our base, in the Hotel Ricordeau, some 20 minutes from the circuit. David Murray was there on the roadside with Sandy Arthur and the transporter, tail ramp down ready to drive straight in, lock up, ready for scrutineering on the morrow, the 2nd car was already on the top rails. I won't bore you with the details, but suffice to say, the D types came in 1,2,3,4 and 6, a loan Ferrari coming in at 5th. It must be said that it was the best performance by privately entered cars, up against the might of Ferrari, Maserati, Aston Martin and other factory teams. We packed up, loaded the transporter and proceeded to the hotel welcome, where David Murray, in anticipation, had arranged a celebration dinner for the drivers, girlfriends, timekeepers and we humble mechanics, a great night.

Next morning it was of to Monza in Italy, for the 'Race of two Worlds', Monzapolis, where the Americans wanted to race 10 of their Miniapolis cars, against European cars, it was for the following weekend.

With thick heads from the previous nights celebrations, our cases on board, off we go. The transporter moved one metre and "crack" the nearside rear spring decided to break the main leaf, so all out, wheels off, remove spring. While Stan and I were hard at work, Sandy had located a local spring works, who could make a new one, ready for the afternoon and after a bite to eat we were off. Sharing the driving, we drove through the night ,all of Tuesday ( race finished on the Sunday, we lost Monday) and Tuesday night arriving at Monza in time for the scrutineering at 3pm on the Wednesday, (sleep, sleep, sleep) for practice on the Friday, racing was on the Saturday.

There was a case of Champagne for the first driver to be in front on the opening lap. Jack Fairman, using all 4 gears, passed over the line first, to the utter surprise of the "Yanks", they had been lapping a lot faster than us, however their cars only



1956 3.8lt 'D' Type Engine  
with Lucas Fuel Injection & wide angle head.



Setting Cam Shafts

had 2 gears, Jack used this to his advantage, next time round there were three Indy cars leading.

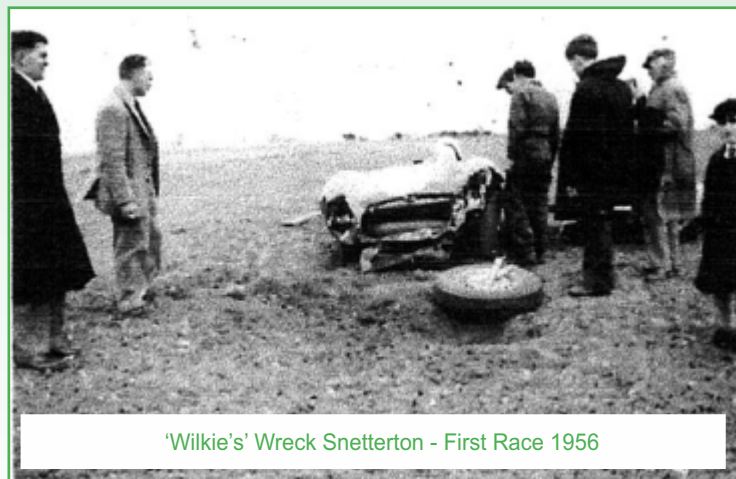
The race was of 500 miles, broken into 3 heats, with 30 minutes in between. As it turned out the Indy cars suffered badly with suspension problems, on the rough track. The Americans needed the breaks to replace shock absorbers, the 3 D types ran perfectly throughout. The Indy cars finished 1,2 and 3, the D types came in 4,5 and 6, followed by 3 Indy cars, 4 had retired. If the race had of been 500 miles with no heats, we would have come in first, second and third. The Americans were impressed with our performance.

A bit of trivia. Jack Fairman's nickname was "Flashjack" Why? Because he was immaculate in his dress code, always in a sports jacket and cravat with a neatly trimmed moustache. After the Monzapolis this was changed to "Fearless Jack" Why? Because, during practice one of the D types threw a tread, due to the stress on the tyres of speeds in excess of 150m.p.h when on the steep banking at each end of the circuit. Dunlop, our tyre supplier recommended, due to the excess heat generated and the down force encountered, the higher up the banking the less loading on the tyres. ( Keep in mind the D type had a fully enclosed body, heat build up was tremendous), therefore Fairman was circulating so close to the top of the barrier, that he took the bonnet handle, safety strap and the first coat of paint, travelling well in excess of 160 m.p.h, hence the well deserved "nickname" Fearless Jack.

Our drivers were Jack Fairman, Ninian Sanderson and John Lawrence.

Trivia.

As my parents were to visit the U.K. and the continent on holiday, May and I, who had been engaged for 12 months, thought it a good idea to "tie the knot" during their visit. I was to meet them in London on the 1st July, Monza was the previous weekend, not enough time if I was to return by transporter. I had mentioned previously to David Murray, my intention to marry and to meet my parents in London, therefore I would have to miss Monza. No way says he, we have 3 cars running and we need you, let me think about it and I will get back to you. The very next day he said he had solved our problem. John Lawrence, who is driving his own personal XK140 DHC, is returning home on the Monday and would love to have your company, as far as London. Who is Ecurie Ecosse ( Team Scotland) E.E. David Murray and "Wilkie"Wilkinson formed E.E. in November 1951. They encouraged three wealthy young Scots who were racing XK 120s to run as a team, with David Murray running the team as "Patron". E.E. were participating in race meetings throughout 1952/1953 with XK 120 roadsters. In 1954 E.E. purchased 3 Jaguar C types, with money from outside interests. In 1955 they bought the first 3 production D types, which they ran for the next three seasons. David Murray was a chartered accountant, owned two hotels and a wine shop in Edinburgh. He also had a small garage, Merchiston Motors, in Merchiston Mews, a very old area, with double storey blue stone buildings on each side, originally the ground level were stables, with residences on the upper level, the Mews is still paved with large cobble stones. Merchiston Motors occupied four converted stables, with spares and a small machine shop in the upper level on the north side of the Mews, whilst opposite on the southern side was E.E. in two converted stables, next door was the office/reception area and the upper level had David Murrays and Wilkies offices and toilets.



'Wilkie's' Wreck Snetterton - First Race 1956



Dulton Park U.K. 1956  
RG. Sandy Arthur, Stan Sproat

Wilkie Wilkinson was English, he had, pre-war, been a riding mechanic with George Easton at Brooklands Raceway, later he was with Billy Cotton ( Band Leader) and finished up being chief mechanic for Bellvue Garage, running a team of M.Gs for the Evan's family, with an occasional drive.

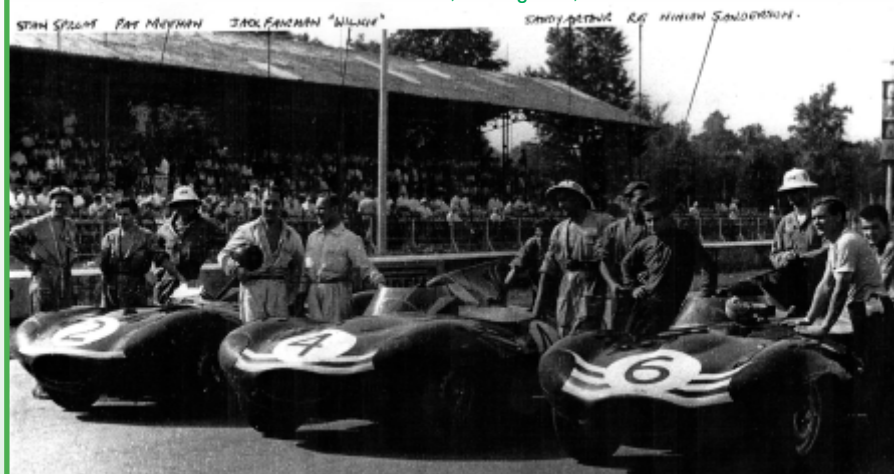
The Drivers.

Ron Flockhart a mechanical engineer, a test driver for BRM, drove for Connaught F1 and also Austin Healy. A very quick, safe driver, who took his driving very seriously.

Ninian Sanderson who ran a used car yard in Glasgow was a little rough around the edges and liked to play



### On the 'Grid' Monza - Our 3 Cars, 2 Longnose, 1 Product Car 1957



jokes, was a good steady driver. John Lawrence owned and ran a garage in the village of Cullen, on the North Coast, he was also a good steady, serious driver, particularly endurance races. He raced an XK 140.

Reserve Drivers.

Ivor Bueb ex "works" driver owned and ran a garage in Cheltenham, drove F2 and F3 cars.

Jack Fairman an automotive engineer who worked for Daimler, also a "works" driver.

Archie Scott Brown had disfigured short legs with a normal body torso, but

without a right hand, this was due to his mother contracting Rubella during pregnancy. He used to wrap a bandage around his wrist to help hold the steering wheel. He was only 5ft tall and because of his short legs we used to put in a special seat with an extra 4 inches in the seat and a 9 inch scab behind him. A very quick driver, He drove a Formula 1 Connaught and was signed as a "works" driver to Brian Lister, who developed the very successful Lister Jaguar.

Mechanics.

Stan Sproat who joined E.E. in 1952 served in the Navy during the war. A good all rounder.

Pat Meehan, apprenticed to Merchiston motors, an Irishman who was a part time E.E. mechanic, used for the Milli Miglia Monzapolis.

Myself, full time during the racing season, March to August inclusive, late 1955 to February 1958.

Transport.

We used two ex, Glasgow converted buses. A single decker 1928 Leyland Tiger, grey in colour, which carried one car plus spares. The other was a cut down double decker, which carried two cars, one above the other, with space behind the driver's cabin for personnel. It was a 1936 Leyland Tiger, green in colour, both many times around the clock. Sandy Arthur, Transport Driver, was employed full time by Dobson Transport Company, on loan to E.E. for each season. He was responsible for spares, travel documents and in charge of our expense money. He drove the two car transporter, Stan and I shared the other.

When the season finished Stan and I would rebuild the cars for the next season.

There was five months over winter when there was no work to be done. I approached David Murray and suggested that I sign off for five months and return by the first of March. He was delighted as he would be saving five months of dead wages.

I visited the Merchant Marine office in Leith, (the Port of Edinburgh) and sat an exam for a Marine Engineers Ticket. I was successful, being allotted to the SS Marshal in Cardiff, as 5th Engineer, bound for U.S.A. Fortunately, for me, each time I went to sea, the ships were on round trips, returning in time to take up where I had left off with E.E. It was ideal for David Murray and me.

E.E. in 1957, entered one car in the Milli Miglia (1000 miles) on the 11th May, with Flockhart the driver, roughly 10 hours, only stopping every 250 miles for fuel. Starting at Brescia, first pitstop at Pesaro, then Rome, Bologna, then back to Brescia. Using the highway down the east coast then through the mountains to Rome, then up through the centre back to the start – finish line.

Sandy Arthur, Pat Meehan and myself were to cover the race. Stan Sproat and Wilkie Wilkinson were to attend to a race in Spa, in Belgium the same weekend, taking one car in the grey transporter. Driving the green transporter with two cars on board, (we were whilst on the Continent to race in the M.M, Nurburgring, Le Mans Monza and in Sweden) we left Edinburgh early morning on the 4th May, driving to the "cross channel" ferry at Dover to Calais, then down the



1957 Le Mans - Ron Flockhart with Ivor Bueb

centre of France to Grenoble, then over the Cenise Pass into Italy. We started to climb towards the pass, very heavy going, a lot of 1st and 2nd gear work, when the engine gave a cough and promptly stopped. With all the low gear work the exhaust manifold was glowing a "cherry red", causing the plastic fuel line (with internal tension spring) to collapse, touching the hot manifold and burning a hole, lost fuel pressure. (thankfully it didn't catch fire) No spare fuel hose in toolbox, what to do? Fortunately, on driving through London, I had purchased a new shirt, which was within a plastic sheath, wrapping a part of the plastic around the fuel line, held in place with welding wire and held back out of harms way. It worked well, as a matter of fact it held up until our return to Edinburgh. (



There was no way we could get a replacement for a 1936 Leyland on the Continent)

As we approached the Border Control, the Officer came out of his office to tell us "the Pass is closed" due to a heavy fall of snow. No alternative but back track to Grenoble. We tried going by train, but when the transporter was on the flat top, it was too high for the tunnel. So, via Nice, Monaco, Genoa, then north to Milano then east to Brescia.

Count Maggi, a promoter of the Milli Miglia, invited Ecurrie Ecosse to stay with him and the Contessa, in their beautiful ancestral home. Cassa Maggi ( Castle Maggi) at least 400 years old, sitting on a hill, surrounded by 100 acres of a working farm of cattle, dairy herd, vineyard and a large vegetable garden with fruit trees. It was in the village of Coleno, a few miles inland from Brescia.

The castle and numerous stone horse stalls, converted into garages, machinery sheds and work shops, with servants quarters above. Mr & Mrs Murray were entertained in the castle, whilst Sandy, Pat and I were to share the servants quarters.

Count Maggi, pre WW11, was racing a Bugatti, his ride on mechanic, Baccoli, who had a gammy leg and used a cane, when walking, ( due to an accident racing) was responsible for the maintenance of the cars, trucks, tractors and other farm machinery. The Bugatti was in one of the better restored stables, Baccoli was only too pleased to show us the finer points of this magnificent machine, and was delighted to inspect the 'D type', he was mystified with the disc brakes and torsion bar suspension and not having a chassis. Needless, to say, we were looked after like royalty by the staff.

It was an early start, 5am, cars were numbered by their starting time, with one minute intervals, our car was numbered 513. Pat Meehan was at the start, I was at the first stop at Pesaro, Sandy Arthur was at Rome ( half way) with the transporter, ( just as well)

I had set up the first stop on the forecourt of an Esso Service Station, ( Esso supplied a mini fuel tanker with hose and nozzle attached) just around from a sharp right hand corner. The locals, numbering a couple of hundred, were crowded opposite and all over the roadway. As cars were accelerating from the corner, the crowd would part just wide enough for the cars to go through. This was a dangerous sport, as some would brag that they had touched the car on the way through. ( No wonder some were killed or injured)

Trivia. Flockhart, who was in 13th position on starting, was now running in 5th position. He was in a hurry, stopping abruptly, strain showing on his face, jumped out, thumbs up (meaning everything was ok) and moved quickly behind me. I had flipped the lid of the fuel tank, inserted the nozzle and started filling, I then looked back and there was Ron, relieving himself on the rear wheel of the tanker. The crowd who had been quite noisy came to a hush and as the strain left Ron's tensed up shoulders, the crowd went ahhh in sympathy. Ron zipped up, turned round with a huge smile and wave, the crowd went crazy, shouting Bravo, Bravo. No one had thought of a comfort stop, we had provided him with sandwiches and lemon juice with a long plastic straw, but didn't think of comfort stops. We had all been up at 4am for breakfast and it was to be a 10 or 11 hour drive.

After Flockhart left Pesaro, I was to proceed to Bologna for the third and last stop.



Whilst waiting for Flockhart to appear, Taruffi driving a Maserati came through first two and a half minutes in front of the Marquis De Portago,( a Spanish aristocrat) driving a Ferrari. As the Ferrari approached the pits, it was quite noticeable that the front of the car was shuddering badly, both front wheels were bent and out of balance, obviously through hitting kerbs going through some of the villages. Alphonso, as he approached, was giving hand signals not to worry about changing the wheels, pointing behind him, just re-fuel.

As it turned out, it was a bad decision. Whilst re-fueling with 30 or more gallons of fuel, the mechanics could have quite easily have changed both wheels. Alphonso, knowing that Taruffi was only just ahead, was thinking that with the new auto-strada from Bologna to Brescia, he would be able to catch Taruffi and win this very prestigious event. Alphonso De Portago took off accelerating like a bat out of hell. On the auto-strada accelerating hard, when either one or both front wheels collapsed, sending the Ferrari into the spectators standing at the roadside, killing 11, himself and his navigator. The Milli Miglia, being run on public roads, no way possible to police 1000 miles. Each year 2 or 3 pedestrians were killed by very fast moving cars, this seemed to be acceptable until 1957. So, due to this horrific accident, the race has been terminated.

Meantime, word came through that Flockhart had pulled out at Rome. Due to the heavy fuel load, going over the very twisty mountain road, with the fuel sloshing from side to side, the tail section holding the tank, decided to part company with the main centre section, Flockhart just managed to make the Rome pitstop. Sandy Arthur, having the green transporter, was able to load the damaged car and head with Flockhart to the Nurburgring in Germany, for our next race, 1000klms.

Stan Sproat and Wilkie had taken the grey transporter, with our first ex "works" long nose to Spa, in Belgium, both races being on the same weekend, then to meet up at the Nurburgring . David Murray had entered two cars in the 1000km at the Nurburgring in Germany, drivers to be Flockhart/ Fairman and Bueb/Lawrence, in a field of 79 on the treacherous 14 mile mountain circuit, they finished 8th and 11th.

Then on to Le Mans three weeks later. It was decided that Pat Meehan and I take the grey transporter, with the damaged M.M. car to the factory at Browns Lane, for repair a.s.a.p. Pat taking the transporter back to Edinburgh and return to pick up the repaired car, three weeks later and meet us at Monza. Meantime, as Lofty had suggested, I was to help prepare our 2nd long nose, as mentioned previously. Scrutineering for Le Mans was on the Wednesday, practice on Thursday, Thursday night and Friday. Race started at 4pm on the Saturday. All competing cars had to be in front of their designated pits by 10am, gates then closed for any further entries. Final scrutineering then took place, officials with three different colours of paint, then put a dab on all four shock absorbers, a different colour on the battery, and another on the starter motor. If any changes were made during the race, immediate disqualification, only two mechanics could work on the car during pitstops, the driver counting as one. Therefore, the 2nd mechanic could not jump down until the driver was on the pit counter. Should it be necessary to change a wheel, then the spare carried in the car must be used first. A quick lift jack may be used, providing a small jack with tools are carried in the car, usually under the passenger seat. If the decision is made to change a wheel, the used wheel must be returned to the boot. In the D type, the fit in the boot is very tight and when the car has been re-fueled, the weight of the fuel distorts the shelf that the tank sits on ( a rubber bag ) at least 8mm and it is impossible to get a wheel in or out. So, therefore, do the change before re-fueling.

At 3.45pm the cars are pushed to the start line, side by side facing out. At precisely 4pm the flag is dropped, the drivers, who have been standing on the other side of the track, run across, jump in, start their engines and away.

Back at Monza.

We were all staying at the same hotel, after the race, John said, "Be in the car park tomorrow at 9am and we will head off". So, Monday morning at 9am, no John, 9-15 I ring his room, no answer, at 9-30 I ring again, no answer, I could only wait. At 10am John appears with a gorgeous Italian 'lady', he has a smirk on his face, sorry Ron I got caught up, I give him a smile and a wink, he then introduces Gabriella, and says we will be dropping her off at Lake Como on the way. ( Gabriella's parents were living in retirement on the northern shore of this lovely lake)



Cassa Maggi 1957



Monzapolis 1957  
Johnny Parson's Offenhauser Special  
There were 10 similar cars



So, off we go, being an XK 140 I'm sitting sideways in the back. We approach the ferry on the southern side of the lake and being a 'gentleman' John suggests we see Gabriella to her door. On arrival, after introductions, her parents insist we stay for lunch. We finally get away reaching the car at about 3pm. It was a beautiful sunny day, we decided to drop the hood. John says, "I will get you to London in time, don't worry". We head off towards the mountains and the Cenise Pass, ( now open due to the warmer weather) Cruising along at about 85 m.p.h there was a long right hand curve, John was drifting over the yellow centre line, and low and behold, on the apex of the corner were two motor cycle cops, talking to two young ladies. I looked in the side mirror and yes, both Polizia were kick starting their bikes and after us. I had visions of spending the next couple of days in an Italian prison. So, John, put your foot down, they are after us. Now, we were in a righthand drive vehicle driving on the righthand side of the road, so I was the eyes looking ahead. We were now doing over 100 m.p.h and fast approaching a very large truck with a car coming towards us, can't pass yet and police gaining on us, on coming car passes, now, John, first turn off, take it, a change down to 3rd, foot down, 4th gear foot down, up to 130m.p.h. police falling away, a turn off to the left, we take it and thankfully lose the Polizia. Later in the afternoon as we approach the Alps, storm clouds start to appear, time to stop and put up the hood. About 9pm, halfway into the mountains, all hell breaks loose, thunder, lightening and heavy rain, it's pitch black, John is driving with caution, when we hear a loud backfire, engine stops, all dashboard lights off and smoke appears from under dashboard, we smell burning rubber, John de-clutches and selects neutral and coasts to a stop. Pitch black and rain pelting down. John says, "There is a torch in the glove box, you're the mechanic, fix it". On opening the bonnet it was obvious that the coil bracket had broken in half, coil had fallen in between the cam covers and shorted out the main wire to the ignition switch. My toolbox was in one of the transporters, my suitcase was in the boot, with, thankfully, a small coil of wire, How come?, you may ask. At Silverstone, the last meeting we had attended in the U.K. before moving to the Continent, I had caught up with the Lucas Rep, and told him I wanted to purchase a small coil of wire, to rewire some of the wiring on my MG-TA, in need of some TLC. He said he didn't have any with him but would see me in Le Mans with a coil. He was true to his word, hence the life saver in my case. On opening the boot, low and behold, a plastic raincoat and the XK tool roll had the tools I needed. I cut off two lengths of wire, one to replace the burnt out one from coil to ignition switch, the other to tie the coil out of harms way. O.K. let's go, a total of 15 minutes lost.

We made the Cenise Pass about midnight and as we moved into France the weather was on the improve. We made Genoble for an early breakfast and caught the midday ferry at Calais for Dover. John dropped me off at the Strand Palace Hotel in London at 3pm, a couple of hours before meeting my folks. "I said I would get you here in time", says John. I thanked him and asked him if he had Gabriell's phone number, laughing, he thumped me on the shoulder, jumped in the car and headed off home to Scotland with his right arm out, giving me the finger in deep laughter. After two days of catch up, I hadn't seen my parents in four years, although in constant contact by letter. I then caught the train to Middlesborough, taking the overnight ferry to Brussels. Stan and Sandy were there waiting for me. We left the grey transporter at the ferry terminal, to be picked up on our way back. We headed off in the green transporter with both Long Nose D types, to the 1000klms race at Kristianstad in Sweden, our last race of the season. Driver pairing was Fairman/Sanderson and Lawrwncce/Scott-Brown. In a field of 32, only 21 finished, E.E. finished 8th and 11th.

On our return to Edinburgh it was rebuild the cars and, for myself, it was get ready for my impending marriage in three weeks time. I had met the love of my life, May, at a lovely ballroom, called 'The Cavendish', close to Edinburgh Castle, my first month in Scotland, two months later I was away for five months as a Marine Engineer. On my return, I once

again went to the Cavendish and May was also there, that's when we started courting, that was March 1956, and as mentioned earlier, married in September 1957, spending our honeymoon on the Channel Islands of Jersey and Guernsey. We left in February on the MV Fairsea, and six weeks later we arrived in Melbourne and I introduced my new bride to Australia. I must say that May has loved Australia from her first day ashore, and 62 years later she thinks it is the best place in the world. A month later I joined BP Australia as an Automotive Lubricants Engineer and three months later was Racing Manager for Victoria, as well. After 26 years with BP, I was offered a 'Golden Handshake and retired on the Gold Coast, that was 1984, and we are still here.



Sweden August 1957  
John Lawrence Standing  
Archie Scott Brown in car  
with Swedish Air Hostess  
Kristianstad Circuit  
(underground car park)

# A Day in the Country Cancelled for 2020

by Tony Nelson

Since 2011, Neil and Jenny Summerson have opened up their Peak Crossing acreage property to car clubs with which I am associated. Their generosity and willingness to help has assisted many projects.

A Day in the Country in 2019, which is the only one the writer has not attended due to celebrating Gail's milestone birthday and travelling to ports in UK, Iceland, Greenland and Faroe Islands. Our thanks again to JDCQ member Allan Hilless who is not only half of the musical entertainment backbone of this event but also gathered the registrations to this event.

On returning home in September 2019, I started work on the 2020 event which is traditionally held on the last Sunday in August. My first duty was to again thank the multi marque coordinators who compile the member registrations for their marque who have advised they will attend.

This year due to COVID, much more information was required of all participants / vehicles attending as required by Queensland Health so that if needed, person tracing information was immediately on hand.

I also needed to ask the coordinators to go to their club committee and ask for a donation to the multi prize raffle for the 2020 event. As all the prizes are at least \$50 value, we get tremendous support from the attending members purchasing raffle tickets. As we have 20 car clubs attending, this process takes some time to complete, follow up and eventually ensure the deposits are made. This ensures that all proceeds from the raffle go to the Fassifern Valley Rotary Club's selected charity for that year.

We have found it better that the attending clubs deposit their donation into the bank account shown below and then we purchase the multi raffle prizes to avoid double ups.

I coordinate the Alfa Romeo and Jaguar Drivers club's vehicle and member registrations. The Brisbane Register of the Jaguar Drivers Club has for many years kindly financially supported this event and their donation not only covers the hire of the essential portable toilets but also two raffle prizes. This support means that every dollar we raise on the day can be contributed to the Rotary Club.

We had 43 Jaguars and 83 members registered for this event. Fellow E-type members John Williams and Lloyd Andersen had volunteered to assist with the display parking of JDCQ vehicles.

We had 260 vehicles registered from manufacture years of 1920 to 2020. This was a record number of vehicles and Neil and I had many conversations on how

we were going to fit them all in when the property capacity is 220 vehicles.

In this pandemic year, the Rotary Club decided to do similar to what happened a few years ago when they supported the struggling farmers out west. However, this year it was to support the residents of the Scenic Rim who had lost jobs and income due to this COVID pandemic. The money raised is then given to local independent traders via vouchers to take some of the value of goods purchased by the community member struggling to pay for essential food. It also keeps the money being spent locally.

From experience, it has been found this voucher system works better than just handing out the money to struggling community members, where only the local bottle shop and TAB may become the main beneficiaries.

Gail and I were booked on a ½ world cruise to Dover leaving Sydney in May 2020. AROCA member Rob Ingram who is a computer techno volunteered to accept the registrations while we were away. Obviously, this cruise was cancelled.

It was becoming clearer as the months passed that the 30th of August date was only a chance of being allowed to happen by Qld Health. At that time, 500 people were allowed to gather where spacing of 4 sq. metres was allowed. We had 460 people registered. We also had a multi-page COVID safe plan with all boxes ticked. We had two COVID Marshalls elected, who would not only take from each participating person before they were allowed to enter the property a signed COVID declaration but watch over attending members on the day ensuring that social distancing did happen.

The President and wife of the JDCQ had donated hand sanitisers that would be handed to each vehicle owner for the use of vehicle occupants as they paid their entry donation, as well as wash / sanitiser stations being provided around the property and a cleaning plan in place to sanitise surface areas.

Attending members were asked to have the correct donation amount to be handed in at the gate to face masked and gloved Rotary volunteers.

The local POLICE had been informed of the date of the event and were to place a patrol car near the property if not needed for other POLICE work on the day.

Neil Summerson would check with Qld Health weekly for updates and they were aware of this event happening.

We were ready to have the event proceed, until the morning of Saturday 22nd of August when the COVID



infection outbreak happened at the Ipswich Correctional centre. The Qld Health advice changed immediately and we had to postpone the event until September 27 and then October 25.

Although Cars and Coffee, Rocklea and other markets, football matches etc were in full swing with limited social distancing, the advice in October still stated that the limit to gatherings on private property no matter the size was 30 people rising to 40 people on the 1st of November. We were dead in the water and although Neil contacted Qld Health and the local member for assistance, the reply was the event could not happen as it was on private property. We were all devastated!

I had to send out a notice to all attending members via the coordinators advising the event could not happen. I also asked if any of the attending car clubs wished for their raffle prize donations to be refunded or used for the 2021 event. None wished for their money back and the Alfa Romeo Club committee advised that we should donate the \$100 they had promised to the Fassifern Valley Rotary Club to be used for the charity this year.

We had projected that we would raise around \$10,000 on the day to give to the Fassifern Valley Rotary Club.

We have had many emails / telephone calls and offers to donate to the charity from this failed event. So far \$2,500 has been donated and if you also wish to donate following is the banking details. Please email the writer at eandftyperegister@gmail.com with your name and donation amount being sent so that a receipt can be emailed for your records.

Motoring Enthusiasts Club Qld    BSB 124002    Account # 90458067

Everything crossed that we can again stage this event on 29th August, 2021 and it is never too early to register giving names of all attending and vehicle model, year of manufacture, number plate and exterior colour to my E and F type register email address.

We thank Scott Nelson of TPR Media for the enclosed photos.



## Queensland Jaguar Driver

# Scavenger Hunt – Competition

FINAL SCAVENGER HUNT FOR 2020 – YOU HAVE TO BE IN IT TO WIN IT! Welcome to Scavenger Hunt # 4. Members who would like to enter simply hunt through the September - October 2020 edition of Queensland Jaguar Driver for answers to the questions below. By submitting your answers, to Editor June Whitehouse, before the 20th of December 2020 you will be in the running for two prizes. Members who get 100% right will go in a draw for first prize of \$50. After that has been drawn, all entrants, except the first prize winner, will be included in a draw for the second prize of \$25. Winners will be announced in the January – February 2021 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 did you have to do, and by when (p 4), to nominate for a role on the JDCQ committee?	1	
1	Which model Jaguar is in the foreground of the cover photo? Owned by?	2	
2	Which two registers have a combined Christmas dinner (weekend) planned for November?	3	
3	For what benefit does Jim urge members to 'look out your window'?	4	
7	What type of nomination form is on page 7?	5	
8	Name the sport played by Darling Downs Register?	6	
9	Which month and year did Ron Gaudion find himself in Coventry?	7	
12	Name the event to be held on 11 <sup>th</sup> November 2020	8	
13	Which register was Bryan White with when he was honoured with Life Membership?	9	
14	Wendy welcomes members to contact her with regard to which 'living document'?	10	
15	How many points are listed in the Mission Statement of JDCQ?	11	
17	Now many photos of the Isle of Capri lunch?	12	
18	Which service club did <i>A Day in the Country</i> support?	13	
19	Overall, how many workers are employed by Tata motors?	14	
20	... they [Jaguar cars] are _____ without being _____, ... ?	15	
27	How many life members are there in JDCQ?	16	
25	Where did Roger Stubbs travel from?	17	
28	Sunshine Coast members headed from Aussie World to the _____ ?	18	
31	Why is the picnic shelter significant?	19	
32	What gesture did Gail offer to passing motorists?	20	

**REMEMBER to submit your answers to June - photograph or scan the completed page with your name written at the top - or simply list your numbered answers and email to [editor@jagqld.org.au](mailto:editor@jagqld.org.au) before 20 Dec 2020**

# Scavenger Hunt – **Winners** No.3

1st prize \$50 Sandra Lynch Brisbane Register \$50  
 2nd prize \$25 Lorraine Andersen Brisbane Register \$25  
 congratulations to both winners and thank you to all who entered



## JDCQ Mk2 Burlings with Robin Todd

Earlier this week we had the Classic Monocoque Register "Country Luncheon" that had been deferred from the week before. It seemed to me that it would be some sort of special occasion as we haven't had many such gatherings this year, so I decided to make a special effort to clean the car. We have had very severe water restrictions here and washing cars, windows, driveways and refreshing plants is strictly forbidden. So far this year I have only given it a quick spray a couple of times to get rid of the dust but this time I decided to bite the bullet and go the whole hog, aided a bit by my own personal little revolution. You see, Stanthorpe, a smallish town in the Southern Darling Downs has to have water trucked in because of the shortage but they have a less restrictive daily usage limit than ours. The residential address of the Mayor has no bearing on this decision process but I do like a little revolution from time to time. So Tuesday clean the brake dust etc off wheels and tyres, remove a years bug collection from the front area and start on the interior, then up and at ém by 6.30am to give the car a bath and finish the interior ready for not a show piece but at least a bit presentable. Our Jaguars are safely locked up in the shed hiding under many layers of dust storm deposits so the car we use for our Country Luncheons" is euphemistically known as an XF with X300 motor [You can thank Perry Rolton for that - he started it]. The luncheon went well [it must have - we didn't get home until after 5.30pm] although as Barry said as we were leaving "do you realize, we didn't solve any problems today". The Ladies must have judging by the peals of laughter from their quarter. Oh, and by the way, We got just over 10km down the road to Warwick on the way to Nobby and down came the rain. It rained all the way, sometimes very heavily till just where the Nobby turn off leaves the New England Highway and there we emerged from the slush into bright sunshine.

Going back a bit in time it was a fine Sunday morning on the Long Weekend and we decided to go for a bit of a drive so we wandered out to Rudds Pub, Nobby to confirm the revised luncheon arrangements and to have a bit of an outing without contravening the social distancing rules. When we arrived the place was really buzzing. The queue from the ordering window [hatch] was out of the room across the verandah and down onto the footpath. I don't know where everybody was going to be seated for their meals, however, business conducted we continued for our drive and returned home via the Sandy Creek Pub, Allen just outside Warwick. Anybody who has attended one of our luncheons there will be well aware the the Dining Room is to put it mildly not exactly the largest room in the world, probably best described as "cosy" but the place was packed. Cars were parked all over the place and the first available spot was up past the Go Cart Track such that I said to Valerie that If you want to go there we will need to order a taxi to take us back to the pub. She didn't so we didn't and headed home as we had always intended. It is necessary sometimes to pretend to

one's self that one is not a creature of fixed habit but actually flexible and spontaneous.

Last month I made a comment about the difficulty in dealing with the Main Roads people when renewing my drivers licence. A week or so later Valerie had to renew hers and she suffered the same trauma. So it wasn't my attitude at all. Since then some facts have emerged that have caused me to regret any comments made about the attitude of these "Public Servants". Apparently in order to reduce unemployment in our state some 30,000 or so people have been gifted jobs by our political masters. We must emphasise with these poor creatures who have most likely realised by now that they are only tokens in game most serious. [Yes - we do watch Poirot so that could be a hint of a clue for the November Trivia Quiz]

I received a phone call the other day from Alise at Bestbrook to ask me if I realised that we had booked in for our Christmas break-up on the same day as they had a group of 75 schoolchildren for lunch. Now we had had lunch there a month or so ago with a couple of friends when there were 65 schoolchildren running rampant like the 4th Formers of St Trinians and so I decided that because with their modern PC type education that they would have probably interfered but been totally unable to handle our trivia quiz questions on English Literature, World History or even classic movies like the above mentioned St Trinians that it would be best to reschedule our event to the following Wednesday. With so much time on our hands [there is plenty to do if we so desire but like Scarlett O'Hara - tomorrow is another day. Anyway it may rain so that means the fence can't be fixed, the repainting of the stairs, the shed made clean and tidy the Mk2 started and the brakes checked and something done with the Series 2. Well actually most of it could be done but we have been having a wonderful time remembering past events like the time we organized an observation run and the last question before lunch in the park was the date on the Lowood Post Office. Now I had made a small error in selecting the question as it was to be the last one. Everybody else gave up and started lunch but one team drove up and down all over the place looking for the date but could only find the Post Code. I could tell you who it was but they are a lovely couple and he and I have been friends for over half a century. Or about the time, I think it may have been a similar run and we were turning into the carpark of the Rosewood Railway Museum out at Tallegalla. It was a fairly steep turn and I was busy looking behind to ensure that everybody made the turn safely and drove straight into the only tree for 100s of yards .No damage to the Mk2 or the tree but a fair bit to my pride.

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 just about over for the year that was so lets hope for a better 2021 and more chances to meet for a chat. 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 18th November

Bestbrook Resort Resort

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

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

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



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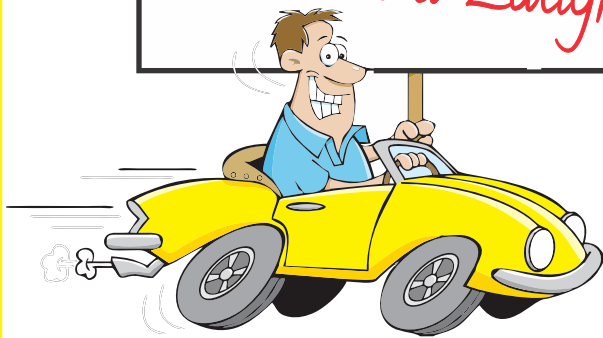
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*Let's have a Laugh*



Pee on the electric fence they said . .  
It'll be fun they said . . . .



**A woman's  
anger is like a  
'check engine'  
light. There is no  
way to figure  
out why it came  
on. Just ignore  
it and hope it  
goes away.**



**I did a push-up  
today.**

**Well, actually I fell  
down. But I had to  
use my arms to get  
up, so...you know,  
close enough.**



"For the last time, Mr. Perkins, did you or did you not emit a particularly foul odor in front of dinner guests and then attempt to pin the blame on my client? ... And may I remind you, sir, that you are still under oath?"

Sometimes I wonder if all this is happening because I didn't forward that message to ten people.



**I don't want  
to make  
anyone  
jealous  
but  
I can still  
fit into  
the  
earrings  
I wore  
in  
high  
school!**

*White Ribbons of Peace*



## A Few Puns contributed

by Paul Lucas

I've always wondered if chickens communicated using foul language. Maybe only when they're egg cited.

An invisible man married an invisible woman. The kids were nothing to look at either.

I didn't think the chiropractor would improve my posture. But I stand corrected.

I took my new girlfriend out on our first date to the ice rink, and entry was half price. She called me a cheap skate.

Studies show cows produce more milk when the farmer talks to them. It's a case of in one ear and out the udder.

I used to date a girl with one leg who worked at a brewery. She was in charge of the hops.

My cross-eyed wife and I just got a divorce. I found out she was seeing someone on the side.

My wife claims I'm the cheapest person she's ever met. I'm not buying it.

Did you know that a raven has 17 rigid feathers called pinions, while a crow has only 16. The difference between a raven and a crow is just a matter of a pinion.

I told my carpenter I didn't want carpeted steps. He gave me a blank stair.

What did the surgeon say to the patient who insisted on closing up his own incision? Suture self.

# Lloyd's Shed Day





## Library News with the Club Librarian Ray Hodges

### JAGUAR XK 150 explored

**GB27: JAGUAR XK 150 explored by Bernard Viart.** This book has over 2500 original drawings. It has two companion volumes – Jaguar XK 120 explored, and Jaguar XK 140 explored. It was published in 2015 by PJ Publishing Ltd.

Owners of all XK 150s will be fascinated and amazed by this book on the car. Bernard Viart's approach of drawing every single component has resulted in a new and highly informative presentation which describes and analyses the XK 150 in a unique way. This makes it easy for owners to establish what is right or wrong on their cars, and during a rebuild, to discover parts which might be missing. Indeed, this work is also a fantastically detailed parts book, ideal for identifying items when ordering from a specialist supplier – without any language barrier!

The history and production career of the XK 150 is not omitted, with much historical data and the inclusion of many period photographs, a number never published before.

This book will surely be viewed as the ultimate publication on the XK 150 Jaguar by owners, enthusiasts, and restorers. It really does get to the nuts and bolts of the subject.

If you would like to reserve this book give your Librarian Ray Hodges a call on 3820 7681 or email: [library@jagqld.org.au](mailto: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".



## Membership News with Stu Gross

Hello Club Members,

The Club would like to welcome the following new members who have joined since the September/October issue of the "Queensland Jaguar Driver".

David Eberhard & Alicia Tickell (Darling Downs)  
Peter & Amy Lovegrove (Brisbane)  
David & Jan Collins (Wide Bay Burnett)  
Martin & Storm Chambers (Gold Coast)  
Simon Klein (other register)



Just a reminder. As a JDCQ member, you are welcome to attend any register or model event (please go to: [jagqld.org.au](http://jagqld.org.au) and click on calendar). Due to Covid-19 and restricted numbers, you may be placed on a waiting list in order to attend another registers function. Please contact the relevant register secretary.

The Club currently has 430 members which includes 17 Life Members.

Stu  
[membership@jagqld.org.au](mailto:membership@jagqld.org.au)

# Regional Liaison Report

with Wendy Gross

It is so good to hear from the Registers month by month and even better that, in the last couple of months all the Registers have been out and about, almost pre-Covid like. Given what many of the Register Chairpersons are reporting, the numbers attending has never been better. Wonderful! While it hasn't been easy for some to find venues, all the Registers have Christmas parties planned and they all sound like they will be a lot of fun.

The votes at the Special General Meeting formalised Register autonomy in most areas. Very shortly the Finance and the Constitution/By laws Subcommittees will be meeting along with the Life Membership Selection Committee. All have Register representation which was a main theme of the Strategic Plan Consultations earlier in the year.

By the time you read this my visit to join the Mackay Register for their Easter in October will have happened. On the way there, looking forward to lunch with Wide Bay/ Burnett and on the way back, dinner with Capricorn. In my last report we had fingers crossed that Gold Coast Chairman's weekend to Kingaroy would be able to happen and it did! It was a most fun weekend. Now looking forward to their Christmas Party as well as the combined Wide Bay Burnett and Capricornia Christmas weekend at 1770 ( someone has to do it ) and the Darling Downs party and Show and Shine. I reckon I have the best job on the Management Committee! I promise for my January -February report there will be lots of pictures! Keep purring (Sorry, John L. Forgot to ask if I could borrow this.)



Wendy Gross



## We Need Some Help

In the responses to the Strategic Plan two very good suggestions were made by a number of respondents, which went into the plan. They were to negotiate discounts for members with appropriate companies like Jag dealerships, Autobarn, Supercheap etc and to develop closer ties with other car clubs.

Is there anyone who would like to have a go at doing either of these tasks for their Register? Please think about helping your club. Either contact your Register Chairperson or [liaison@jagqld.org.au](mailto:liaison@jagqld.org.au)



To locate a 1972 white V12 Etype Manual with Red upholstery.

A Mr Chris Wallace from Port Macquarie used to own this car but sold it some years ago to someone from Toowoomba district . He believes the car was on sold to the Sunshine Coast. He is very interested to locate the car if at all possible.

Please contact Phil Sperryn 0412187130



# JDCQ Gold Coast Register

## Lunch at Canungra Hotel photos by Robin Kup-Ferroth



### **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

## Back to Bororen

*Story and photos by Lorraine Givney*

The small, but thriving, township of Bororen, was Capricornia's morning tea destination on Sunday 20<sup>th</sup> September. For Frank and Marie, who both grew up in this lovely town, this was a case of 'back to Bororen'. Members from the vicinity of Rockhampton rendezvoused with Gladstone area members at Benaraby to drive in convoy to the roadside picnic area at Bororen. While Gladstone area members were gathered at Benaraby it became obvious that there was a new cat on the scene. Adam Prichard surprised us by arriving in a stylish and very comfortable recent acquisition – a 2012 3.0ltr V6 XF.

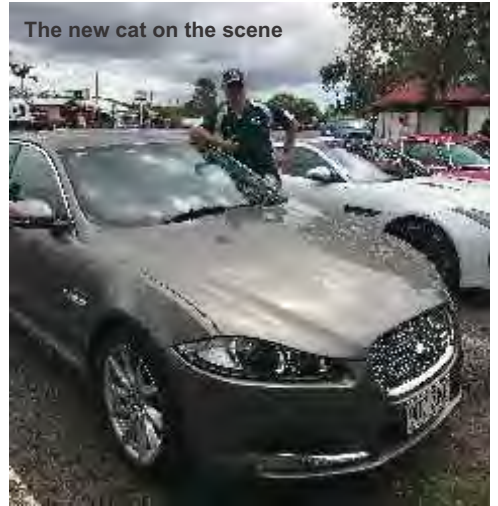
Bororen is 55kms south of Gladstone on the Bruce Highway. Slowing traffic to travel through delightful townships like Bororen is a safety strategy to assist long-distance drivers to remain alert and focused. If observing slower speed limits from time to time doesn't do the trick, there's always the option of stopping for a leg-stretch and a cup of coffee from one of the quirky cafes. Some members took advantage of the café option and others enjoyed the delicious home-style morning tea shared by generous members. All members participated in a photo shoot to prove that the Bororen cafés are in fact quirky.

Our lunch destination was also a bit quirky. The reservation was at the Digger's Arms, a 50km drive north to Calliope. Here, we found parking on a vacant block of land which became lightly populated as be-camera-ed locals drifted in to view the impromptu Jaguar Cars Display. It was wonderful to see such enthusiasm for the Jaguar Marque.

Over lunch, a lively story of Jaguar shenanigans involving Barry, Gerry and John was told. Marleen, clearly entertained, listened intently to the convolutions of this much-loved story then offered a perspective which seemed to shift the focus to a new understanding – “So, technically, it was John that ran out of petrol, not Barry”. It will be interesting to see if the story has evolved when it is next enjoyed. Another snippet of conversation came from Steve and Vicki. They had done a bit of a test run in Steve's E-Type that morning. Steve asked Vicki, “You weren't looking at the speedo, were you?” Vickie replied, “No, I was crocheting!” Curiously, and also relevant to Vicki's passion for fibre work, Steve's E-Type sometimes has a rare accessory – an extra spinner! Where, you may well ask... in the passenger seat! Vicki, is a keen spinner and has been known to set up a mini spinning wheel on the opened glove box to spin yarn while travelling. Jaguar cars – never boring!

With tall tales told and yarns spun members realised that all good things must come to an end – at least until next month. After lunch and some conversational lingering, members left Calliope satiated by a day of gracious company, good food and gorgeous Jaguars.

The new cat on the scene



Delicious home-style morning Tea



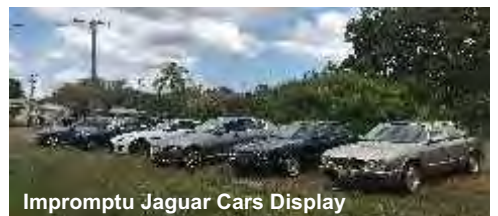
At Bororen roadside Picnic area



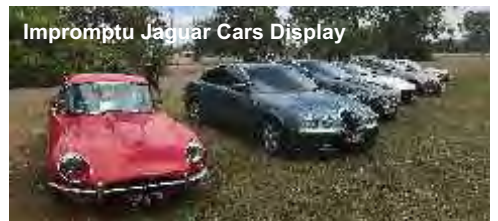
Feline haunches



Impromptu Jaguar Cars Display



Impromptu Jaguar Cars Display



Bororen cafés are in fact quirky





There has been a minimal amount of Jaguar fettling over the last couple of months. Part of this reason relates to getting the cataracts in my eyes treated by inserting new lenses. This is essentially the same process as done by the famous Dr. Fred Hollows. I was aware that even though I was wearing prescribed glasses I was not seeing other aircraft at anything like the distance the pilot candidates I was testing were achieving. The cataracts had to go!

The eye operations were a complete success with my achieving 6/6 vision (or 20/20 under the old system) without glasses however part of the healing process limits you to no exertion, lifting heavy things or bending over which are all part of Jaguar fettling.

## Rescuing Jaguars.

At a recent Monocoque register lunch the subject of my “rescuing” older Jaguars came up based on my previous article in the September/October issue of this magazine. That got me thinking you don't really know just how many there have been apart from the cars I currently have. Following are some of the other cars I have found and “rescued” with the story behind them.

### 1951? MK7 Manual

Acquired in 1963 (I was 21) with a smoky motor and slipping clutch with 150K miles on speedo. It had been owned by a Goondiwindi doctor. Westco thought it was the third MK1 they had ever sold Put in a set of rings and big ends and an overhauled clutch pressure plate. Was my daily driver until 1969 when it got sold to the engineer in charge of the power hose at Thargomindah. (far western Qld.) engine number was A5474-7

### 1954 MK7 MOD

Found in 1969 sitting on blocks on “Pitherty”, which is a sheep station about forty miles south of Eulo which is small town about 35 miles west of Cunnamulla. Only 40K miles on the speedo but hydraulic brakes and clutch “shot”. I was able to repair it with new buckets etc. and drove it back to Cunnamulla. I had to repair the bonnet where a large kangaroo had landed and it needed a serious cut and polish as it had been misted over with caterpillar yellow overspray. The owner was counsellor on the local Paroo shire council and had been attending a council meeting and somebody had been spraying council equipment with yellow enamel paint in the council workshop next to the council chambers. Spray drift!

I drove that car for nine years and it was a brilliant vehicle but sold it to fund my Winjeel aeroplane

### 1957 MK1 2.4 Automatic

Found in Newstead in 1985 in a pretty dilapidated

condition. It had serious rust in the left-hand rear door and a few other body repairs which I managed to do. It was eventually rubbed down to bare metal and repainted. The seats were completely “shot” however I managed to acquire some rear seats from a chap at Redcliffe and front seats from a somebody in the Greenslopes area. All required recolouring New door linings etc made but used the old coverings and recoloured them. It was finally finished in 1986 and was the first JDCQ car to ever get the current historic registration. (Number plate 1333) It actually did fairly well in a concours held at New Farm park as it was very original. Eventually sold to an offer too good to refuse which funded my Series 3 XJ6 which I still have.

### Mk2 3.8 automatic

Found under a house in I think it was in Everton Park about 1992. It had had an engine fire caused by the diaphragm in the front SU HD 6 carburettor letting and covering the distributor with petrol. The bonnet was badly singed and the distributor cap and leads as well as the carbies were damaged. In addition, the owner said the engine was seized.

I removed the engine head and attempted to rotate the engine forward but to no avail. However, I noticed that the cam driving chains were really tight on one side. I then attempted to rotate the engine backward and it turned quite freely. It turned out that someone had dropped the nut normally used to hold the upper spigot of the camshaft sprocket to the retaining frame into the upper timing chain. I was able to retrieve the nut with a magnet and the engine then spun easily. By the way there was no sign of any carbon on the cylinder head or pistons which means that someone had had the head off and stuffed up putting it back on. I overhauled the carbies put on a new distributor cap and leads etc and stripped and repainted the bonnet. I now had a nice runner. Unfortunately, just as I finished, the property I now live on came up for sale and the car was sold to help finance the acquisition.

### 1958 MK1 3.4 Automatic

Found somewhere near Greenslopes as I remember you could see the hospital from the back yard. Engine ran (just) and no brakes. Paint was shot with several layers of different colours.

I bare metalled it and found a huge bogged up dent in the roof which looked like a boom gate had come down on it. I used a wooden mallet and carefully beat this out. The drum brakes were overhauled and now worked. The cause of the engines poor running was a combination of carbies and problems with tappets. There was also a squeak in the engine. I lifted the camshafts and found that someone had been putting cut off bits of feeler gauge and razor blades to pack up the tappets rather than the correct shims. After using proper



shims (and doing this in an assembled engine is fraught with danger) it started and ran OK. The squeak turned out to be no oil feed to the inlet valve camshaft. Some idiot had used silicon sealer on the oil feed pipe banjo which was now blocked. That was fixed with the correct fibre washers Eventually with a re-paint and new hood lining and refurbished wood work it turned into a nice car. I sold it to somebody in North Qld but a few years later I bought it back and then sold it to a person from Rathdowney.

### **1958 MK1 3.8 MOD**

I picked this car up in Gladstone It was converted from a 3.4 auto. And was an unfinished project. It had been repainted but was covered in overspray from sitting in a panel beaters.

It lacked a tail shaft and by luck I found a MK8 rear tail shaft was just the correct length. It also had factory disc brakes. Eventually I got the whole thing together with new hood lining, refurbished woodwork, door trims, decent cut and polish etc. An acquaintance of mine from Caloundra who owned an E type and MK2 kept pestering me, wanting to buy it and eventually I let him have it

### **1962 MK2 3.4 auto**

This car was in Narangba and in serious need of some TLC (tender loving care). It drove something awful and the elderly owner did not want to drive it anymore. The main problem was that the front-end mounting rubbers were completely shot allowing the front end to float around. A new set of rubbers were fitted and that got some authority back into the steering. The brakes were all over the place with some callipers jammed etc. If you jumped onto the brakes it wanted to head off the road and into the scrub. I got all of that under control and eventually had a driveable car. The body and interior were in fair condition however there was some serious rust in the bonnet above the battery area. This turned out to be from an overcharging battery depositing boiling sulphuric acid vapour out of the battery vents. It appears the previous owner set the voltage regulator to nearly 16 volts instead of 13.8 to

14.2. "because it was going flat all the time with only short runs". The regulator was reset and repairs undertaken to the bonnet. I am not sure about when I sold the car.

### **MK8**

At one stage I picked up a MK8 in pieces at Toogoolawah and was halfway through a restoration when I was approached by a NSW company who used MK8s as wedding cars. I don't know how they came across me but their offer was too good to reject and it departed on the back of a truck.

### **MK5 (Left hand drive)**

A Canadian bloke with an Australian wife shifted to Australia and brought with him this left-hand drive MK 5 in bits in a container. I acquired it and eventually had it running, had restored the woodwork and it was driveable around the back paddock but still had not put back the mudguards and running boards. Once again, I received an offer too good to refuse and it also departed on the back of a truck.

### **MK2 3.8 MOD**

I bought this off a fellow club member and had it for a few years. While not really a rescue I did some work to make it more "habitable" however same fellow club member approached me to see if he could buy it back and I agreed. I understand that it is now owned by another JDCQ member as the original club member got involved in a couple of Rolls Royce's

No, I am not a wheeler-dealer just an enthusiast who likes a challenge. By now I do know my way around especially in the MK1 and MK2 cars. With approximately 57 years of Jaguar ownership except 1969 to 1973 I have had a lot of pleasure as well as the odd "downer" playing with the Jags.

As this is the final issue for 2020, I would like to wish you all the compliments of the festive season and here's hoping that 2021 will be a better year than the one we have just experienced



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# JDCQ Modern Compact Register



We had a good turn out for our September Modern Compact lunch, we were joined by Gold Coast and Brisbane members, and also Lorraine from Capricornia, who was holidaying in the area. We all had a great catch up, a great lunch. Troy of Troy Painters Bowen saw our Jaguars in the car Park and called in to chat to us, he was asking about Jaguar mechanics and Lloyd was able to help him. Troy was driving the pretty purple Jag in the photo. He is now considering becoming a member of our club.



## Jaguar 3.8 - 6 cylinder re-conditioned engine, done by master mechanic Len Henderson for his nephew Robert Cruickshank ...

*by Margaret Cruickshank*

Len Henderson is well known in 'Qld Jaguar Drivers Club' circles for his wealth of knowledge for all vintage Jaguar engines.

Mr Henderson is 87, however he still works almost daily on Jaguar cars of his own, repairing and re-conditioning engines for himself.

Robert Cruickshank, shares Len's interest in all things Jaguar. Robert has a manual Jaguar XJ6 Series 3, one of only a few ever imported into Australia, 1962 Mark II and his wife drives an XE.

Mr Cruickshank, asked Len to re-condition a 3.8 engine to keep as a spare. He also took the opportunity to spend some time working with Len on the engine so could gain some specialist experience from the master.

Mr Henderson loves the racetrack, a habit he learnt as a young man building a race-car 'The Wolsey Special'. He has raced Jaguar sprinters at Willow Bank until several years ago.

He has three Jaguar 4.2 engines, one fully re-conditioned with new parts and two with new rings, bearings and other items. He may be willing to part with an engine or two to someone special.

For further inquiries contact Robert Cruickshank

Mb: 0427-651-214 or rcruickshank1950@gmail.com



Len Henderson and Robert Cruickshank



Jaguar 3.8 - 6 cylinder  
re-conditioned engine,  
done by master mechanic  
Len Henderson  
for his nephew  
Robert Cruickshank





# JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg, Maryborough and Hervey Bay

## OUTING TO BUNDABERG – 18<sup>TH</sup> OCTOBER 2020

Feelings of anticipation and excitement was what gravitated as Bob and I greeted our members on Sunday Morning. It was a very hectic and stressful four minute drive to Studio 166 whereby I had to constantly count that there were nine cars still trailing behind us – it's always very easy to lose the tail enders due to changing of traffic lights and other hazards and as they didn't know where we were going it was imperative to keep a constant check.

On arrival at Studio 166 Jan was waiting patiently to greet the ladies as we all alighted from our Jaguars. Jan was ecstatic when she saw all those beautiful Jaguars pulling up outside her Studio. The men then continued in convoy to their unknown destination which I will report back to shortly



### LADIES MORNING

As we walked through Jan's beautiful garden into her Tea Room our eyes boggled. Jan is an Artist of Glass – you name it, she makes it and it is absolutely mind blowing. From the moment we walked into her Tea Room we were so pampered and thoroughly spoilt. First on the agenda was a stunning morning tea (all cooked by Jan) and she even poured our tea and coffee so all we had to do was eat and chat. Jan, you are a tremendous Hostess and we all thank you heaps. Darling Jan even had a prize for the lady who had a spot under their teacup and the very lucky winner was Dianne and she won a beautiful scarf. Congratulations Dianne.

It was now time to venture into Jan's studio and the words I heard from the ladies was that it was like *'walking into a Fairyland'* and that was so, so true. There were decorations hanging from the ceiling, lamps, bears, plates, dishes, photo frames etc., (all made from glass) together with items for the garden (made of timber and glass) scattered all around the three rooms and because Christmas is drawing near there were Christmas decorations hanging everywhere (also made from glass) and a beautiful Christmas Tree in the corner. It was so, so magical and everyone was amazed.

Wendy and Stu Gross were travelling through Bundaberg on Sunday and it was a wonderful surprise when they popped into Studio 166. Wendy is the Regional Liaison Officer for the JDCQ and Stu is the Membership Officer of the JDCQ. It was so lovely to meet you both and thank you very much for taking the time to visit us. Once again, I must say a massive THANK YOU to Jan. It was a fantastic morning of chatting, eating and spending money which is what women absolutely LOVE to do – not sure that the men will agree with me on that – but who cares – it was a great morning.



SUCH A GREAT MORNING WITH A LOVELY LOT OF LADIES (THE GLASS WINDOWS IN THE BACKGROUND WERE MADE BY JAN)



THE VERY ATTRACTIVE LADIES AND THE BEAUTIFUL LAMP I BOUGHT

## GENTLEMENS MORNING

Bob decided that it would be a very good idea to keep the destination for the men's morning event as a mystery, so they had absolutely no idea as to where they would be visiting. Their surprise destination was to *George Punter's Wonderful World of Model Engineering*. I supplied Bob with some morning tea to share with everyone.

George was most welcoming to the JDCQ WBB Register male members. George was the winner of the 2019 Duke of Edinburgh Cup with his working scale model of a 1913 Saunderson and Mills F Universal Tractor. The Duke of Edinburgh Challenge Trophy is the highest accolade in Model Engineering.



**GEORGE WITH A MODEL STEAM ENGINE**



**1913 SAUNDERSON AND MILLS F UNIVERSAL TRACTOR**

The men had a wonderful time wandering around George's Shed and I bet it was very hard to drag them away from the intricate workings of all these models – apparently it all ranged from tractors, trucks, trains, boats and steam engines. George makes every part of his models and all models have movable parts. Arthur thanked George and his wife for their hospitality and presented them with a gift in appreciation. When I spoke to a few of the men at lunch they told me that it was amazing and mind blowing. There are certainly some very talented people around. The little man in the above picture was also made by George.



**THE MEN DEEP IN THOUGHT AND AMAZEMENT**



**GRAHAM, PAUL, PHILIP AND ARTHUR LISTENING INTENTLY TO GEORGE**



**BRIAN AND OTHER MEMBERS WANDERING AROUND THE SHED**





After the excitement of a very busy morning our picnic lunch was held at Alexandra Park.

### **Raffle Prize**

Bevin was the lucky winner this month and he won a bottle of wine together with a few Scratchies. Arthur once again won the second prize of a Scratchie

CONGRATULATIONS BEVIN AND ARTHUR



### **OUTING TO APPLE TREE CREEK – 20<sup>TH</sup> SEPTEMBER 2020**

It was a short drive for Bob and I to Apple Tree Creek on a warm and sunny Sunday. As always it was lovely to see all our friends but it certainly becomes harder to remember that we are still to keep a 1.5 distance – I have to constantly remind myself and no hugging – well for me that is extremely DIFFICULT !!! It was very pleasant and relaxing having morning tea in the park.

### **Raffle Draw**

The proud winner this month was Jenny Norman and she was very lucky to win a Vacuum Flask which she thought was great. Arthur Bock won the Scratchie, but I am unsure as to whether he was lucky enough to win anything – generally there is very little success with these forms of money making so I guess that the answer was probably NO.

Lunch was held at Mollydookers Café and Bar and once again this Café was extremely Covid19 efficient. The owner was extremely cheery and very helpful, and it appeared that everyone enjoyed their meals.



DIANNE, PHILIP AND PETER ENJOYING THEMSELVES



LOOKING GOOD LADIES



ROBERT AND TONI LOOKING TOTALLY CHILLED



LOVE THOSE SMILES BEVIN AND DAVE



SANDY GUARDING THE RAFFLE PRIZES



JENNY WITH HER WIN LUCKY



WINNERS ARTHUR & JENNY

There was a great roll-up of members to this outing and it is just so wonderful to see so many people in attendance and everyone enjoying themselves and just look at all those beautiful smiles.



*Vale:*

## ROBYN GAIL BOCK



On an extremely sad note I would like to advise that Robyn Bock passed away on the 24th August 2020 after a long battle with ill health. Both Arthur and Robyn have been members of the Wide Bay Burnett Register for many, many years and Arthur has also held many positions on the Committee. We send our deepest condolences to you Arthur and your family.

**We will miss you Robyn – Rest in Peace**



*Vale:*

## John Bramwell



It is with deep sadness we advise members of the sudden passing of long time Gold Coast Register members John Bramwell, who passed away on Sunday 6th September. John was well known throughout the Jaguar fraternity as brilliant engineer who assisted many members with his knowledge of Jaguar

mechanicals with their restoration projects. John and his wife Genny have been members of our club for 26years, joining in March 1994.

In recent times John was well known for the wonderful work he did restoring his XK 150 Coupe to Concourse condition, which was a credit to him as he made many parts himself. He was always there to give valued support to Genny and the Executive Committee of which she was a member in arranging functions and events in the late 1990's and 2000's. Our sincere sympathy goes to Genny and family from all club members.

*Tom Ross*

A small group of members from Gold Coast and Brisbane joined family members at the service for John at Carrara on Tuesday 8th September. Tom Ross gave an eulogy on his friendship with John and Genny and their experience in the club.

Unfortunately numbers attending were limited due to health restrictions.

*Robin Kup-Ferroth*

# Peninsula Jag Engine Centre



**Murray Scoble**

[info@peninsulajag.com.au](mailto:info@peninsulajag.com.au)

[www.peninsulajag.com.au](http://www.peninsulajag.com.au)

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Create the Club Image at events and display days



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Club logo 82mm wide

Club regalia is green and white with embroidered club logo.

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Name

Membership Number

## REGALIA ORDER FORM

Shirt Size	Price	Postage (if required)	
1 <sup>st</sup> shirt	\$ 25.00	\$ 8.50	\$
2 <sup>nd</sup> shirt	\$ 25.00	\$	\$
Caps	\$ 12.00	\$ 3.30 or \$ 0.00 with a shirt	\$
Bucket Hats	\$ 12.00	\$ 3.30 or \$ 0.00 with a shirt	\$
Grille Badge	\$ 33.00	\$ 3.30	\$
Window Sticker	\$ 2.00	\$ 1.10	\$
<b>Total \$</b>			<b>\$</b>

Postage will not be required if delivery is not urgent and you are attending events that are also being attended by a JDCQ committee member. Send order by email to [regalia@jagqld.org.au](mailto:regalia@jagqld.org.au)

Or post to: JDCQ at PO Box 3513, South Brisbane Qld 4101

Payment by cheque or by bank transfer to: JDCQ BSB 484799 Account 02 4567 129

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*Please do not send adverts to the editor*

Members - Free

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## 1976 Jaguar Series 2, 4.2 Litre XJC

My 1976 Series 2, 4.2 ltr 6 cylinder XJC is, I understand, one of only 6,500 built between 1975 and 1978 and the only pillarless jaguar coupe produced. It is my everyday drive so it is in excellent condition, firm on the road. This car has had significant money spent on it over the years including restoration about 20 years ago. Recent work includes small amounts of rust removed and repaint of entire car this year, replace steering column and rack, new battery, window seals, stereo including Bluetooth connectivity, new radiator, sump replaced, carbie kits, ball joints. I understand the car was always right hand drive and originally lived in Italy before arriving in Australia in the 1990's.

**Realistically priced at \$41,500**

**Contact: John**

**Mob: 0417 618 899**

**Location: Aspley**



## 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**

**Tel: 07 5496 7995**

**Contact Tony Herald**

**Location: QLD**



## Parts & Accessories



### FREE Rotisserie for Series 3 E-Type

Last used for Series 3 E-type.

Easily modified for others.

Phone Graham Garson for details.

Arrange to collect.

**Contact: Graham Garson**

**Tel: 07 5499 9743 Mob: 0412 154 140**

**Location: near Maleny.**

## SET OF NEAR NEW MICHELIN TYRES

Michelin XM2 Energy 205 x 70 x R15

Suit XJ6 and Series 3 E Type

Approx 6,000 miles - 4+ years old

Only for Sale as they are incorrect size for my car.

**Contact: Phillip**

**Price: \$55.00 each**

**Location Brisbane**

**Ph 0413 388 798**



## Parts & Accessories



### Jaguar Xj6

#### Series 2 Parts

Offers on the pictured items.

**Contact: Ron Wood**

**Tel: 07 3206 7765**

**Mob: 0431 337 210**

**Location: Redland Bay**

### E-Type Parts for Sale

#### E-type Parts

Brake Hose. E-type 2+2 S1, S2 Rear. Stainless Steel braided. BRAND NEW. Offer

Brake Hose. E-type S1, S2 Rear. C13188. BRAND NEW. Offer

Brake Hoses E-type S1, S2 Front (2 off) minimal use. Like New. Offer

Choke knob. E-type S1 Used but good condition. Offer

Bump Stops E-type S1, S2 Rear C17202. BRAND NEW. Offer.

Engine Mounts Front S1 & S2 E-type. BRAND NEW. Offer

Bush in Front Anti-Roll Bar Link C10940 (4 off). Genuine Metalastik. Little use. Better than new after-market items (rubber is supple, like it's supposed to be). Offer.

Radius Arm Bush, E-type S1, S2 Front of arm. C23782 BRAND NEW. Offer

Fuel Cap Lockable. Suit E-type S1, S2 and others. Nice Chrome Plated Item. Offer

Battery Clamp. Replaces C16474. Suit S1 and S2 E-type. Nicely Powder Coated. Not original, but looks OK. Offer

Bush Polyurethane, Rear Anti Roll Bar E-type S1, S2 18mm dia. BRAND NEW

Bush Polyurethane, Front Anti Roll Bar E-type S1, S2 19mm Dia C16633. BRAND NEW

Xj6, XJ12 Parts - (NOS = New Old Stock, original Jaguar part)

Front Door Seal, XJ6 & XJ12, S1 & S2 Front LHS RTC2609 NOS. Offer

Windscreen Seal, XJ6, XJ12, S3 BAC1977 NOS in original bag. Offer

XJS  
Windscreen Seal BDC7178 XJS NOS in original bag. Offer

Mk2  
Sun Visor Brackets (2 off). Suit Mk2. Used in good condition. Offer

**Contact: Clive Arnold**

**Mob: 0403 054 846**

**Location: Chelmer**



### E-Type Parts for Sale

One new unused E Type grooved fan belt to suit 1966 E Type 4.2 litre. \$25

A selection of points suitable for all Jaguar engines. \$20

New nylon bearings for E Type bonnet hinges still in packet. \$30

Piston ring compressor. \$20

**Prices: As Shown**

**Contact: Ian Lind**

**Mob: 0438 629 598**

**Location: Brisbane**



**For Sale: Personalised plates**

## ET JAG

**Price: \$ 3,300.00**

**Contact: John Whiteford**

**Mob: 0403 333 310**

**Email: [jwjw@bigpond.com](mailto:jwjw@bigpond.com)**

**Location: Paradise Point,  
Gold Coast**

## Jaguar Parts for Sale NEW OLD STOCK

- 1 Pr Front Brake Disc Rotors X Type \$130pr
- 1 X Type V6 2.1, 2.5, 3 litre Air Filter \$20
- 1 X Type Expansion tank cap \$5
- 1 X Type 2001 on & S Type 1998 on 2, 2.5 and 3 litre Oil Filter \$12
- 1 S Type V6 & V8 Air Filter \$20
- 1 Dist Cap XJ40 3.6l \$20
- 1 Rotor arm Xj40 3.6l \$7
- 1 Bottom hose XJ40 3.6l \$22
- 1 XJ40 1986 to 1992 Fuel filter \$15
- 1 Diff output Bearing and seal kit XJ40 \$30
- 2 Sets Front Brake pads Lockheed or Bendix XJ40 3.6 & 4.0 \$50 set
- 1 Thermostat 88 degree \$10
- 4 Heater hoses XK140 \$5 for 4
- 1 Fuel gauge tank sender RH XJ6/12 S3 & Late S2 \$50
- 1 Fuel gauge tank sender LH XJ6/12 S3 & Late S2 \$50
- 1 Dist Cap Screw on S3 XJ6 \$20
- 5 Dist Low tension lead E S1/2 & XJ6 S1 \$5ea
- 3 Contact sets MK1 & Early MK2 \$7.50ea
- 1 EFI Coolant sensor XJ6 S3 \$15
- 1 Non return valve for Fuel pump XJ6/12 S3 & Late S2, XJS \$15
- 2 Rotor arms XJ6 S3 & Late S2 \$6ea
- 1 Large oil breather cap S3 XJ6/12, XJS \$8
- 1 Steering rack boot S3 XJ6/12, XJS \$7
- 1 Pr X/Member round mounts XJ \$35pr
- 1 Pr Lower fulcrum shafts (front) XJ \$95pr
- 3 Head studs XJ 4.2L 12.5ins long \$15ea
- 1 Pin & Bush MK2>420 \$40
- 1 Pr Front brake hoses (metric) XJ S2,3 \$50pr
- 1 Rear brake hose XJS \$30
- 2 Tail pipe S/S clamps XJ6 S3 \$5pr
- 1 Y Pipe olive exhaust S3 XJ6 \$5
- 2 Over axle olives exhaust S3 XJ6 \$5ea
- 1 Pr Radiator mounts XJ S2,3,S \$8pr
- 1 Front Caliper seal kit (metric) XJ S2,3 \$16
- 1 Rear Caliper seal kit (metric) XJ S2,3 \$10
- 1 Brake master Cyl Kit XJ S3 \$32
- 6 Inlet valve seats XJ6 S3 \$30 for 6
- 1 Throttle return spring V12 injected \$1.50
- 4 Fibre optic tubes S2,3 XJ \$10 for 4
- 1 Trip reset cable XJ S2,3 \$10
- 1 Second hand Ignition Amp Kit S3 XJ6 \$25
- 1 Pr Second hand Air Cond knobs S2,3 XJ \$5pr
- 1 By pass hose XJ6 S3 \$10
- 1 Top hose S3 XJ6 (plastic fan) \$15
- 1 Top hose late S2, early S3 XJ6 (metal fan) \$15
- 1 Bottom hose late S3 XJ6 \$35
- 1 Top hose MK10 4.2L \$10
- 1 Top hose rhs injected V12 \$20
- 1 Top hose lhs injected V12 1974-1996 \$20
- 1 Top hose 340 \$22
- 1 By pass hose 240/340 \$20
- 1 Top hose lhs to header tank 420 \$25
- 1 Pr Hoses to By pass pipes S3 XJ12, XJS \$20pr
- 1 By pass hose 420 \$20
- 2 Heater hoses tap to manifold XJ6 S3 \$15ea
- 1 Expansion tank to radiator hose lhs S3 XJ12, XJS \$12
- 2 Long choke hoses XJ6 S2 \$15ea
- 1 Short choke hose XJ6 S2 \$5
- 1 Expansion tank to radiator hose XJ6 S3 late \$16
- 1 Heater outlet hose XJ6 S2,3 \$12
- 2 Expansion tank hoses XJS \$5ea
- 1 Heater to pipe lhs hose V12 S3,S \$15
- 1 Expansion tank to heater hose V12 S3,S \$6
- 1 Water valve to manifold hose V12 XJS \$15
- 1 Bleed hose XJS HE \$10
- 1 Bleed hose rhs to filler neck V12 HE \$10
- 1 Resleeved brake master cyl, reservoir & pistons (not assembled) XJ S3 \$90
- 1 Second hand brake master cyl & pistons (needs reconditioning) XJ S2 \$25
- 1 Second hand Clutch slave cyl body only XJ6 S1,2 \$15
- 1 Second hand Clutch slave cyl Cast iron (needs Recond) MK2 \$15
- 1 Second hand Wiring loom lhs engine bay XJS V12 \$50
- 1 Second hand Wiring loom including head light fuses XJS V12 \$20
- 1 Thermostat gasket E S1, 2, 420, XK, Mk10 \$5ea
- 1 Thermostat gasket E, Mk2, Xk120, 140. \$3
- 1 Transmission mount auto DG. E, 3.8, MK1&2, 340, 240. \$15
- 1 Rack gaiter E & XK \$10 (manual steering)
- 1 Rack bush E S1,2 \$20 (manual steering)
- 1 Drive dog tacho E S1, Mk1, MK2, Mk10 \$15
- 1 Bottom hose E S1, MK2,7,8,9,10,S.340 \$20
- 1 Header tank hose E S1 4.2l \$20
- 2 By pass hoses E S1 3.8, MK1,2 etc, XK140, 150 \$18ea
- 1 Second hand Clutch master cyl E S1,2 \$15
- 1 Clutch slave cyl (body only) Lockheed 7/8 MK2 etc \$40
- 1 Second hand Clutch slave cyl Lockheed 7/8 Alloy (needs Recond) MK2 etc \$15
- 1 Second hand clutch slave cylinder (needs reconditioning) E V12 \$5
- 1 Second hand Clutch master cylinder (needs reconditioning) E V12 \$10
- 1 Bump Stop front lower XJ \$30
- 4 Second hand Rebound stops Front Top XJ \$8 for 4
- 1 Oil pressure relief valve S1 XJ6 \$10
- 2 Timing cover oil seal XJ 1968 to 1986 & XK \$8ea
- 2 Diff Output flange bolts XJ 1968 to 1986 \$10ea
- 87 Valve stem oil seals XJ6 & XJ12 1968 to 1986 \$3 for 6
- 1 Pr HS8 Carb Jets XJ S1 & S2 \$60pr
- 1 Set Top bushes for Front Shock Absorbers Poly XJ 1968 to 1986 \$20 set
- ! Set Top bushes for Fr. S/A Rubber XJ 1968 to 1986 \$10 set
- 6 Oil filter head gaskets XJ6 S1 & S2 early \$2ea
- 2 Rear Bump Stops XJ, 420 \$20pr
  - 1 Metal outer seal track Rear hub XJ S3 \$5
- 3 Thermostat Gaskets XJ6 S2,3 \$1.50ea
- 1 Gearbox Bush MK2 etc \$8
- 2 Fuel Change over Tank Switch S2, S3 \$40ea
- 1 Main EFI Relay (Diode Prot) XJS \$10
- 1 Hazard/Flasher Relay XJS HE, XJ6/12 S3 \$30
- 1 A/Cond Belt XJS 6Cyl, XJ40 \$8
- 1 Air Cond Vacuum Solenoid S2, S3, XJ6/12 \$40
- 1 S/Hand Screen Washer Jet XJ S3 \$10
- 1 Window Switch S3, XJS \$18
- 1 Temp Sender S2, 3, S, 40, X300 \$9
- 1pr S/Hand Courtesy/Interior Lamps XJS \$10pr
- 1 S/H Stainless Steel Expansion Tank Very good condition Pre HE XJS V12 \$80
- 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 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

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



# JDCQ Committees & Officials 2020

## Queensland Executive

PO Box 3513, South Brisbane, Qld 4101

President -	Jim Reid	3388 1229	0418 880 865	president@jagqld.org.au
Vice President -	Perry Rolton		0421 062 961	vicepresident@jagqld.org.au
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Regional Liaison -	Wendy Gross	5497 0929	0498 203 257	liaison@jagqld.org.au

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ACJC Delegate	Jim Reid	3388 1229 0418 880 865	acjc@jagqld.org.au
QMSC Representation			

## Brisbane Register

PO Box 3513, South Brisbane, Qld 4101

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Treasurer:	Neil Summerson	0419 273 296	nesjas@bigpond.net.au
Committee Members: Phil Sperry, Jeanette & Ian Lind, Jim Bowden & Lucy Saunders, Carl Brown, Lorraine Andersen			

## Gold Coast Register

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jdcqsunshinecoast@jagqld.org.au

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

# Model Registers Queensland

## Chassis Cars

Lloyd Andersen 3294 8960



SS, MkIV, MkV



XK120, XK140, XK150



C-type, D-type



MkVII, MkVIII, MkIX

## Classic Monocoque

Bill McMonagle 3882 0903

Robin Todd 4664 8509 randvtodd@bigpond.com



Mk1, MkII, 240, 340, Daimler V8



S-type



420 Compact



Mk10, 420G, DS420

## E type & F type

eandftyperegister@gmail.com

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

### Details of Jaguars Owned

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

For more Jaguar details, photocopy and use reverse side

### Full Year Membership (1<sup>st</sup> July 2020 – 30<sup>th</sup> June 2021):

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

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

### Part Year Membership (if after 1 December) (1<sup>st</sup> December 2020 – 30<sup>th</sup> June 2021):

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

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

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