

**Queensland**

# **JAGUAR**

**Driver**

**September - October 2020**



Official Journal of the Jaguar Drivers' Club of Queensland  
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# Queensland Jaguar Driver September - October 2020

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



### EDITORS MESSAGE

Hi Everyone,  
Hope you are all well and keeping clear of the virus, we just seem to have got back in to action and then things become uncertain again, but we just have to remain positive and get through it all as best we can.

I must make two apologies regarding the last issue, firstly whilst naming Bill Ayte as our 2nd place winner in the Scavenger Hunt, I claimed him to be in the Darling Downs Register, but Lloyd pointed out to me that Bill is a Brisbane Register Member, so sorry about that Bill.

Secondly, Ray pointed out to me on Friday that the deadline for the Sept/Oct magazine was shown as 24th September, instead of 24th August, I had totally missed that error. I think since I turned 70 last March I am having a few senior moments, that's my excuse anyway. Fortunately, our members are smart enough to realise that a deadline date, that is three weeks later than the magazine is posted out, has to be a typo. In this issue, as well as a few great articles, you will find the results of the Special Meeting held on 18th August, and the nomination forms for the upcoming AGM in November. So, if you feel you would like to take on a role on the JDCQ committee, or know someone you would like to nominate for a role, the forms are there for you. As always happens, all committee members stand down at the meeting and nominations are voted in. You may like to nominate someone as Editor, and get rid of the silly old bat and her senior moments. I may even be giving myself the sack. Enjoy your events, make the most of getting out and about.

That is all from me now, stay well, stay safe and drive carefully, all the best from your Editor, June

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### Patron Ron Gaudion

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



### Cover Picture

Foreground 1964 S Type belonging to Peter Christou,  
back 1952 MK VII belonging to Lloyd Andersen  
photo by June Whitehouse

### Next Jaguar Driver Magazine.

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

## September Calendar 2020

Thursday 3rd	Chassis Based Register	12 noon @ Karalee Tavern contact Lloyd Andersen 32948960
Wednesday 9th	Monocoque Register	lunch @ Yangan Hotel Yangan contact Robin Todd 46648509
Sunday 13th	Gold Coast Register	Spring Affair Manor Restaurant Mount Tamborine
Sunday 13th	Brisbane Register	Shed Day at the Andersens contact Lloyd 32948960
Wednesday 16th	Sunshine Coast Register	Fish & Chips on the Spit see flier inside
Friday 18th	Mackay Register	Winter Film Festival
Sunday 20th	Wide Bay Burnett Register	outing to Apple Tree Creek & lunch at Mollydookers Café & Bar
Sunday 20th	Capricornia Register	outing Morning Tea and Lunch Gladstone area TBA
Saturday 26th	Modern Compact Register	lunch at Glamorgan Vale Pub contact Terry Whitehouse 0409072500

## October Calendar 2020

Thursday 1st	Chassis Based Register	12 noon lunch at Karalee Tavern contact Lloyd Andersen 32948960
Thursday 8th	Brisbane Register	A Drive, BYO morning tea and Lunch, details in this issue
Wednesday 14th	Monocoque Register	lunch at Rudds Pub Nobby contact Robin Todd 46648509
Sunday 18th	Capricornia Register	AGM and general meeting followed by lunch at Raglan Tavern
Sunday 18th	Wide Bay Burnett Register	trip to Bundaberg, Ladies to attend Studio 166 with organized morning tea made by Jan, followed by viewing 3 levels of Glass Artwork, (made by Jan) including lamps, jewellery, Bears, Christmas Ornaments Plates etc. Gentlemen will attend a secret venue, organized by Bob, followed by a picnic lunch.
Sunday 18th	Darling Downs Register	Visit to Amberley AirBase open day, & Lunch at Glamorgan Vale Pub contact June & Terry Whitehouse
Fri 23rd/Sat 24th/sun 25th	Mackay Register	Easter in October (see flier inside)
Saturday 24th	Modern Compact Register	lunch at Glamorgan Vale Pub contact Terry Whitehouse 0409072500

## November Calendar 2020

Thursday 5th	Chassis Based Register	12 noon Lunch at Karalee Tavern contact Lloyd Andersen 32948960
Tuesday 10th	Brisbane Register	Meeting 7.30pm at Yeronga Services Club 391 Fairfield Road Yeronga
Wednesday 11th	Monocoque Register	Bestbrook Resort contact Robin Todd 46648509
Saturday 21st	Modern Compact Register	Lunch at Glamorgan Vale Pub contact Terry Whitehouse 0409072500
Saturday 28th	Brisbane Register	Christmas function Wynnum Manly Leagues Club details TBA
Sat 28th/Sun 29th	Capricornia and Wide Bay Burnett Registers	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

Members are encouraged to attend any events in any of the registers. Please refer to the JDCQ website for details of calendar events





Greetings all,

I hope you are still keeping well and staying positive for the future.

I remember talking to my grandmother back in the 1960's about how they handled the Spanish flu of 1919 and her words stick with me. She said that you always "look out the window in the morning and watch the sun rising which heralds a new day", so please look out your window.

Maureen and I took the opportunity to participate in the Brisbane register run, to learn about the history of Brisbane airport area, we really enjoyed the outing.

The Special General Meeting was held on Tuesday with 7 members attending in the room and another 8 via Zoom. Much discussion held but in the end all motions were passed, see results in this issue.

Some news just come through, unless there are law changes relating to border closures, next years Tasmanian rally will not be going ahead, the hope is over the next period new plans can be made to hold another rally in the near future.

Finally some sad news, one of our life members, Bryan White, has passed on, we as caring people hate to hear of the loss of loved ones and friends so on behalf of Maureen and myself and all members of our club send our condolences to Bryan's wife Helen and all his family, our thoughts and best wishes go with you.

Finally, the JDCQ is looking at holding our next AGM totally by ZOOM, once the final decision is made, we will notify all members.

Have a happy and safer time ahead and remember what my grandmother said "Look out the window in the morning and watch the sun rising which heralds a new day"

Regards Maureen & James (Jim)

### Special General Meeting Preliminary Report

Thankyou to all those members who voted on the motions for the Special General Meeting. It was wonderful to have so many members participating. The whole meeting was voted on a ballot system with many using the online system plus those in the room and on Zoom. The votes were counted and verified by at least two members of the committee and the results are below.

There was clear indication of the members' preferences, no motion was closely contested. These six decisions by the members will help the committee to guide the club forward as per the wishers of our ever evolving membership.

<b>Motion to Cease to Host the National Rally</b>	<b>For 107</b>	<b>Against 56</b>	<b>Motion Carried</b>
<b>Motion to Abandon Points Score and Trophy System</b>	<b>For 116</b>	<b>Against 48</b>	<b>Motion Carried</b>
<b>Motion to Reinstate two Memorial Trophies</b>	<b>For 112</b>	<b>Against 46</b>	<b>Motion Carried</b>
<b>Motion Trophy Winners to Receive Take Home Trophies</b>	<b>For 117</b>	<b>Against 38</b>	<b>Motion Carried</b>
<b>Motion Covid 19</b>	<b>For 151</b>	<b>Against 15</b>	<b>Motion Carried</b>
<b>Motion for Model and Regional Register Autonomy</b>	<b>For 128</b>	<b>Against 25</b>	<b>Motion Carried</b>

Clearly, members do not want to host the National Rally any more. Clearest of all is the wish for the Model and Regional Registers to have autonomy with their own system of awards, the JDCQ to cease making trophy presentations. But also the members have voted in favour of the two memorial trophies being reinstated and so this will be instigated as well.

Thankyou again to all those who voted, having such good participation really shows the strength and vitality within the club.

Perry Rolton, Vice President

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# **Jaguar Drivers' Club of Queensland Inc.**

## **AGENDA**

For the 2020 Annual General Meeting to be held on Zoom on Monday 9<sup>th</sup> November 2020 at 19.30

To receive the President's report on events of the past year.

To receive the Treasurer's report on the financial activities over the past year, the current financial position and budgets for the year ahead.

To elect the JDCQ management committee for 2020 – 2021 from the nominations received.

Closure of the meeting.

General discussion may follow the closure of the meeting but no motions or decisions may be proposed.

Maureen Reid  
Secretary JDCQ

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# **Jaguar Drivers' Club of Queensland Inc.**

## **NOTICE**

The 2020 Annual General Meeting will be held on Zoom on Monday 9<sup>th</sup> November 2020 at 19.30. Zoom invite will be sent shortly before the start of the meeting.

The Committee would appreciate your participation, where there will be the election of the new committee for the year ahead.

Nominations for candidates to be elected to the committee must be completed and:

Signed by the proposer:

Signed by the seconder

Signed by the Candidate

With the Secretary before 26<sup>th</sup> October 2020

Agenda items must be :

Signed by the proposer

Signed by the seconder

With the Secretary before 12<sup>th</sup> October 2020

Members and candidates should be aware that JDCQ has public liability insurance of \$ 10M

Maureen Reid  
Secretary JDCQ



# Jaguar Drivers' Club of Queensland Inc.

## **NOMINATION OF OFFICE BEARERS FOR YEAR Nov 2020 to Nov 2021**

Committee Positions are all vacated at the AGM. The elected committee must include:

President and Treasurer

Other members may be elected to the committee.

Committee roles that may be fulfilled by those elected.

Vice President	Secretary	Librarian	Historian	Webmaster
Regional Liaison	Editor	Regalia Officer	Membership Officer	
Facebook Coordinator	Publicity/Promotions officer	Sporting Coordinator		

As a financial member of the Jaguar Driver's Club of Queensland Inc.

I wish to nominate \_\_\_\_\_ as a member of the management committee.

If elected, this nominee offers to fill the committee position of \_\_\_\_\_

Proposed by: \_\_\_\_\_ Date: \_\_\_\_\_ Signed: \_\_\_\_\_

Seconded by: \_\_\_\_\_ Date: \_\_\_\_\_ Signed: \_\_\_\_\_

I accept the nomination: (Nominee to sign) \_\_\_\_\_

Nominations must be sent so as to be received by the Secretary at least 14 days prior to the AGM.

Email: [secretary@jagqld.org.au](mailto:secretary@jagqld.org.au)

Postal address to:

Returning Officer, Jaguar Drivers' Club of Qld., P.O. Box 3513, South Brisbane, Qld 4101

Nomination forms must be with the JDCQ Secretary no later than 26<sup>th</sup> October 2020.

Nominations from the floor may be taken at the meeting only for Committee positions where there are no nominations for a role.

The only way to become a member of the management committee is to be elected by the members at an AGM unless a casual vacancy occurs. A casual vacancy only happens when an elected member of the committee ceases to be on that committee.

The number of people elected to the management committee at the AGM fixes the maximum number of committee members for the year.

# Jaguar Drivers Club of Queensland Inc.

## Proxy Form for the AGM on 9<sup>th</sup> November 2020

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

I, \_\_\_\_\_ of \_\_\_\_\_

being a member of the association, appoint

\_\_\_\_\_

as my proxy, to vote for me on my behalf at the Annual General Meeting of the association to be held on 9<sup>th</sup> November 2020 and at any adjournment of the meeting. The appointed person to vote as they consider appropriate except as directed for candidates to the committee listed below.

Signed \_\_\_\_\_ Date \_\_\_\_\_

This form to be used to vote in favour of the following candidates.

Position

Candidate

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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





## JAGUAR DRIVERS' CLUB OF QUEENSLAND NOMINATION FORM –



### LIFE MEMBERSHIP

I .....being a financial member of The Jaguar Drivers' Club of Queensland, wish to nominate

.....to receive Life Membership.

I offer the following reasons in support of my nomination:

.....

.....

.....

.....

.....

Signed.....Date.....

Nominations and votes must arrive with the Secretary before 30<sup>th</sup> September.

Either send by email to **secretary@jagqld.org.au** or by post to:

Jaguar Drivers Club of Queensland Inc. P.O. Box 3513, South Brisbane Qld 4101

Please consider those who have made an exceptional contribution to the whole Club over many years.

The nominated person/membership must:

- ☐ Have been a financial member for the past ten years.
- ☐ Have been active in the Club during the majority of the past 10 years.
- ☐ Participate in a variety of Club events.
- ☐ Have been involved in the organisation of major Club events or
- ☐ Serve on the management committee for at least five years.

A temporary sub-committee considers nominations for life membership each year, after 30<sup>th</sup> September and makes judgement on each life membership nomination.

Only one life membership may be awarded in a calendar year.

The maximum number of life memberships is 20

Revised August 2019

# JDCQ Darling Downs Register

story & photos by Kieran Lillis

## Annual Sports Event

We had a great roll up to our August Sports Challenge last Sunday. We had 21 members attend in 11 Jaguars. And what an interesting variety of Jags we had as well. Richard Gill arrived in his recently acquired stunning Mk4 (see photo attached). We had two Mk2s, Barry and Kay's EType, Colin and Val's XK8 and Terry and Jeanne's XF as well as Perry and Helen's S Type, several X Types and XJ6s. We had a convoy run from McDonald's at Clifford Gardens (a very brisk meeting) and then went on some quiet backroads through Wyreema (right past Barry's house, where he joined us) and then on to Cambooya and finally Nobby. We all met up at Rudd's Pub for a very entertaining round robin darts competition and lunch. Nearly all the games ended in a tie break (closest to the bull) as we were having a little trouble throwing doubles to finish the games. I wonder what sports challenge we will come up with for next year? Put your thinking caps on!





by Ron Gaudion

After completing a five year Engineering Apprenticeship, (Turner & Fitter/Toolmaker). With my interest in the motor car, I signed on a two year, two nights a week, Automotive Engineering Course, at RMIT, (Royal Melbourne Institute of Technology) I then decided that I needed more experience in this field, so I thought the UK would be a good start.

After a six week cruise on the S.S. Oronsay, I found myself in February 1955, in Coventry, the home of the motor industry. So, on the Tuesday, I started looking for a job, over the next few days I approached, BMC, Rootes Group, Standard Motor Co. Crossley, no vacancies, so I thought OK try the motorcycle manufacturers, B.S.A, Norton, Triumph, same reply, nothing available. On the following Monday morning I approached Jaguar, the Personnel Manager said "sorry nothing available". So, Tuesday morning I visited the Coventry Government Employment Office, the guy behind the counter asked "Can I help you?" I told him I was seeking employment in the motor industry. He said, "Yes we have vacancies in the following, Gas Welders, Fitters, Body Builders, Auto Electricians, and Tool Makers, which job would you like to apply for?" I told him the Tool Makers job, so he started filling in a form. I said, "By the way, which company is it?" He replied, "Jaguar". I told him that I had been there yesterday and the Personnel Manager told me there were no vacancies. His reply was, "You take this form and I guarantee they have vacancies for up to twenty.

After a bite to eat, I returned to Jaguar, On entering the Employment Office, the Personnel Manager obviously remembered me from the day before, and before I had a chance to speak, he said, "I told you yesterday, no jobs". I passed over the paperwork, he pushed back his chair, went beetroot red and said "I'm terribly sorry, a memo came across my desk late Friday afternoon, I haven't had time to read it properly, I don't know anything about it, some new project. Go up the hall, second door on the left and see Tyril Smith, he is the Engineer handling recruitments".

So, On entering Tyril Smith's office, I noticed a large black and white framed picture on the wall behind his desk, it was of a young fellow in racing leathers, standing in front of a dirt track bike, with a wreath around his neck and holding a very large cup. On his desk, typical engineer, was the odd blue print laying about, a camshaft & conrod, but the first thing to catch my eye was a very large piston with a valve imbedded firmly in the crown with the stem curled into a loop. Now, as it happens, my two brothers and I followed speedway in Melbourne, and I knew that the top riders were riding bikes with J.A.P. single cylinder engines, so I started the conversation with "Looks like someone had fun with this lot". "Yes", said Tyril, "me, at 8000rpm, gave me a hell of a fright". Then for the next twenty minutes we discussed speedway. It turned out the picture was of him, after winning the British Championship.

He then asked, "What can I do for you". I showed him the paperwork, and he informed me that it was a new project to build 100 special sportscars, and that I was first on the block. He asked me when I could start, I said, "Next Monday, if you like". He said, "What's wrong with tomorrow", (Wednesday) I said, "It's ok with me". So, he told me to be there at 8.30am, with my toolbox and overalls, and he would introduce me to Phil Weaver, the Superintendent running the programme. The next morning he said to follow him and he proceeded to wind through the main factory, with MK 7's being assembled on one line and XK 140's on another. We then went over a lane into



the experimental department, where Phil was waiting to meet me, after the introductions Tyril Smith left us to it. Phil asked whether I could read a blue print and use a marking out table, I told him I could, and with that he took me over to a bench with a pile of blue prints. On the wall was a sketch of a sportscar ( D Type in the making) and a drawing of a sub-frame, Phil explained to me that the new design was called a Monocoque, no chassis but a sub-frame to hold the engine and gear box, and the front end equipment, plus radiator and bonnet. The sub-frame would be bolted to the front of the centre section, called the 'Tub', of stressed aluminium sheeting, called a Monocoque, and the rear suspension bolted on via trailing links, to the back of the 'Tub', plus the tail section riveted on to the body of the 'Tub'. My first job was to make, in 1/8" mild steel, patterns of the sub-frame sections, (approximately, 47 items), in batches of ten. Phil would then have them case hardened, then pass them on to others to mass produce the various tubing, gusset plates, etc for 100 vehicles.

The next job was, as sub-frames became available various components would arrive, plus a tub or two and assembly began.

Moving on to the month of May, some five cars had been assembled then moved next door to the competition shop to have engine & gearbox fitted, brakes bled, instruments and pedals fitted, and the steering wheel. Then Norman Dewis, the test driver, would take them to nearby Lindley, a test track, to be 'sorted', then into the paint shop. Towards the end of May, Phil approached me, telling me they had entered a team of three cars in the 24 hour endurance race at Le Mans, in late June, and seven cars in all needed to be readied, consisting of three works cars, plus a spare, one for Briggs Cunningham from U.S.A, one for a Belgium entrant, and one for a French entrant. The first five were to become 'Long Nosed' models and the remaining two, production versions. However, the problem was, that his 'works' mechanics were still working on #4 and #5, and would not have the others ready in time, so, therefore could I pick one of the others and myself, come into the comp shop and finish off #6.

I chose Roy Cole who had been purloined from the Transmission Dept., to make up one of the first teams, he worked with me as a team. We started on # 6 and had it finished in five days, so I asked Phil if he would like us to finish # 7, he was delighted because we had worked together so well. Halfway through this final build, Phil came over and said "You being a 'Colonial' you would have a passport?" I said , Yes I do. Phil then told me that he only had five full time 'works' mechanics and that each car at Le Mans needed two mechanics, would I like to be number 6, of course, I was dumb founded and very pleased to be considered. Phil told me to take my passport in the next day and Mr Lyon's chauffer would take me to the French Consulate to pick up my Visa.

That's how it all happened. When Lofty England, Racing Manager, handed me a pair of white overalls, with the very large red Jaguar across the shoulders, I felt 10ft tall. That was 1955, the year of that horrific accident, where 92 were killed and 85 injured, when the Mercedes disintegrated into the crowd of spectators. It was a hollow win for Jaguar.

Moving on to July, I was having lunch one day with Les Botrell, one of the 'works' mechanics. Les said he had been approached by Briggs Cunningham to join his team in North America, and also by Ecurie Ecosse, the Scottish team. He was to talk it over with his wife and let me know their decision tomorrow. They accepted the North American position. I approached Ecurie Ecosse and joined them, but that's another story.

*Editor note: What a wonderful story, we look forward to Ron's adventures with Ecurie Ecosse, in part two, in the next issue.*



# Queensland Jaguar Driver

## Scavenger Hunt – Competition

HAVE YOU ENTERED A SCAVENGER HUNT YET? As a JDCQ member you are invited to participate in Scavenger Hunt # 3. Those who would like to enter simply hunt through the July - August 2020 edition of Queensland Jaguar Driver for answers to the questions below. By submitting your answers, to Editor June Whitehouse, before the 20th of October 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 November - December edition. **HAPPY HUNTING!**

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

JDCQ Member's name:			
Page	Question	#	Answer
1	June emphasised that "Every member is _____ and every member is _____."	1	
2	What did GC Register organise for 5 <sup>th</sup> Aug?	2	
3	Which two States still plan to host rallies?	3	
8	On April 12, where did Rod and Sue stop for a superb cup of coffee?	4	
11	On April 18 <sup>th</sup> , what was puzzling about fuel prices?	5	
12	Which river crossing meant 'nearly home'?	6	
13	Which register broke isolation?	7	
14	Who won 1 <sup>st</sup> prize in the inaugural JDCQ Scavenger Hunt?	8	
16	What was the tow car (shock horror)?	9	
18	What was SAJNAC3CCI29555 quite enjoying being?	10	
19	What was the year range of the Jaguars at the Capricornia Register run?	11	
20	How many Jaguar flags were displayed at Perry and Helen's place?	12	
21	The next All British Day is planned for 20__	13	
22	What are the words of John Surtees?	14	
23	How many COVID-19 cases are known of in the club?	15	
27	What Jaguar is featured on the front of the Norman Dewis tribute?	16	
28	What is the single source of JDCQ income?	17	
29	What is the "enclosed photograph" of?	18	
34	What is the sun protection rating of the JDCQ shirts?	19	
39	Who do you contact for Modern Luxury Saloons information?	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 Oct 2020

## Scavenger Hunt – **Winners** No.2

1st prize \$50 Marie Buller Darling Downs Register  
 2nd prize \$25 Cheryl Murray Mackay/Whitsunday Register  
 congratulations to both winners and thank you to all who entered

# FISH & CHIPS

on the SPIT MOOLOOLABA



WHEN ~ Wednesday 16<sup>th</sup> September 11 am

WHERE ~ Mooloolaba Rotary Park  
Parkyn Pde Mooloolaba

Various food outlets opposite providing fish & chips, burgers, coffee etc. Large parking area, turn left at sign. Many covered picnic tables available. Current covid-19 restrictions will apply, at this time we are restricted to a group of 30. Please rsvp Margaret [marg-day@outlook.com](mailto:marg-day@outlook.com) by 13<sup>th</sup> Sept.

## Easter in October.

### Hydeaway Bay

October 23<sup>rd</sup>, 24<sup>th</sup> & 25<sup>th</sup>.

*B.Y.O. Linen for your bed and bath please.*



*Supper supplied on the Friday night and a shop on Saturday after the Markets for supplies for the weekend.*

*Prizes for the best Easter Bonnet and games winner.*

Phone Lyn 0417074674 or Susan 0417793392

**Mackay and Whitsunday Jaguar Drivers Club.**

## Brisbane Register Mid-Week Event

### 08 October 2020

Meet at 10am for BYO morning tea: BYO Tea, coffee, bikkies, chairs.

**Bullocky Rest, Lake Samsonvale, Strathpine**

**UBD: Page 97 M4**

**GPS: S 27° 16' 25" E 152° 56' 23"**

Depart Bullocky Rest at 11am for a one hour drive to our destination for a BYO picnic lunch.

Picnic tables, toilets and shelter at both locations.

**Please RSVP no later than Tuesday,**  
**6th October in order to get an idea of numbers.**  
**Stu & Wendy Gross**  
**[goodwillpark@hotmail.com](mailto:goodwillpark@hotmail.com) 0498 203 257**

This event is for those who enjoy driving their cars.  
Final destination will be given out on the day. All roads are sealed.

*All Covid-19 restrictions will be followed.*

## ASTON MARTIN CLUB

### QUEENSLAND TRACK DAY



Members of the Jaguar Drivers Club of Queensland are invited to be part of a fun track day. Details are below.

#### Queensland Raceway 11<sup>th</sup> November 2020

Full day of track time divided into groups with similar performance and experience.

Passenger laps at intervals during the day.

Road registered cars are preferred however a high performance group will be part of the day.

All safety services will be provided.

We will have the use of both the National and Clubman circuits.

Safety briefing and familiarisation laps will be provided.

Driver training will also be available.

You will not be on track with much faster (or slower) cars. The object is to have a fun, safe time, not break lap records.

#### YOU WILL NEED

*A helmet, QR hire these for \$5.00 for the day.*

*If you want your laps timed, you will need a timing transponder.*

*These can be hired for \$20 per day. (\$100 deposit)*

*Wrist to ankle non synthetic clothing.*

*A roadworthy car. If your not sure, please get it checked.*

*Price will be \$250 per car and an additional \$100 per extra driver.*

*Queensland Raceway was chosen due to its safety. It has good run off areas with fewer things to hit than some other circuits. Nonetheless remember your car will not be insured while you are on the track.*

*Catering will not be available so bring your lunch but no alcohol is allowed.*

You will be notified when entries open. Entries will be handled through Queensland Raceways via their online entry system.

Any enquiries can be directed to  
Brian Ferrabee [brian.ferrabee@gmail.com](mailto:brian.ferrabee@gmail.com) or 0417 633318

Vale: *Bryan White*



Bryan was on committee for five years in the 1980's including President in 1983/1984 then again in 1987/1988 when I took over from him. He was very involved in the Concours side of the club winning the State Concours outright in 1981 and 1982 and then the National Concours in 1982 with his 240. This was Helen's daily drive car that he prepared in his carport each night after she had driven it during the day.

He and Helen were very active in the JDCA even after they moved north to Byron Shire by acting as start and finish marshals at all the week long Mountain Rallies during the 1990's. He also became very involved in the Gold Coast Register of the Queensland club becoming its President for several years and then given the Honour of Life Membership.

He was a passionate car enthusiast owning an eclectic mix of always immaculate cars including not only Jaguar 240, XK140, several XJ's and an XK8 but two Cadillacs and a Mustang, mostly all at the same time. He last competed in Concours at the 2013 National Rally in Wollongong with his XK8 and won gold.

A stalwart of the Jaguar movement in Australia, thorough gentleman and great friend of many who will be sadly missed. The family will have a private funeral.

A picture of Bryan and Helen with Tony and Malcolm Ireland and Dianne taken at the Canberra Rally last year





## Regional Liaison Report with Wendy Gross

In my last report I encouraged you all to have a read of the Report on the Consultation regarding the Strategic Plan. You know what they say about the best laid plans of mice and men.....Hopefully this edition it will be there for you to peruse. In a way it is not a bad thing that both the Strategic Plan and Special General Meeting reports end up appearing in this same edition; they are inextricably linked. Please remember, too, that the Strategic Plan is a living document. Members are always encouraged to raise issues which they believe deserve to be part of the JDCQ planning. I am in contact at least once a month with at least Register Chairpersons but members are also welcome to contact me at [liaison@jagqld.org.au](mailto:liaison@jagqld.org.au)



At the time of writing this (late August), Queensland has just been placed under Covid 19 restrictions again. Today there was supposed to be a Brisbane Register welcome to new members which had to be cancelled. We all hope that the Gold Coast Chairman's Weekend Away to Kingaroy next weekend may be able to continue given that it is outside the Greater Brisbane area.

Sunshine Coast Register got their AGM in before the restrictions. Welcome to Joe Day, the new Chairperson. Lindsay Price stepped down after several years in the role and his efforts were recognised with the Don Quinton Memorial Trophy. Fingers crossed they will be able to have their weekend away to Bargara and Mackay Register their weekend at Airlie Beach in October. Darling Downs also has an event planned for then, too. Now we are up to toe crossing; Given we have a month before the Modern Compact lunch at Glamorgan Vale on 26<sup>th</sup> September and the rescheduled Peaks Crossing event on 27<sup>th</sup> September, we have to hope Queensland can get this virus under control. The Shed Day at Lloyd's and Lorraine's scheduled for early September may be in doubt but it is more than 2 weeks away.

All of the Registers are proving adaptable and, in a way, returning to old traditions, with morning teas and picnics in parks rather than drives and restaurants. Capricornia is maintaining their monthly events as is Wide Bay Burnett. At a recent Brisbane Register morning tea at Kalinga Park a few people even commented that conversation and mingling is better in this format. The good thing is that people are getting together somehow and enjoying the fellowship of being JDCQ members.

May everyone continue safe.

Wendy Gross

## Peninsula Jag Engine Centre



**Murray Scoble**  
[info@peninsulajag.com.au](mailto:info@peninsulajag.com.au)  
[www.peninsulajag.com.au](http://www.peninsulajag.com.au)

**U2, 13 Etruscan Road  
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# JAGUAR DRIVERS'S CLUB OF QUEENSLAND

## Strategic Plan 2020 to 2025

Earlier this year the Jaguar Drivers Club of Queensland (JDCQ) Management Committee decided to review the clubs Strategic Plan. It is crucial that the plan supports the objects of the club and aspirations of the majority of the members.

Wendy Gross (Liaison officer) and John Somerset (Treasurer) were tasked with the project.

### Process

Starting with the *Constitution*, the existing strategic plan, a detailed *Membership Analysis* and Strengths, Weaknesses, Opportunities and Threats *SWOT Analysis* conducted by previous committees, we drafted a 2020-25 plan ready for consultation with registers and members.

In mid-March, *Draft 1* of the plan was sent to all Registers with a request to encourage members to respond. Most Registers forwarded the document to all their members. Many discussed it at meetings. In the March-April *Queensland Jaguar Driver* it was mentioned in the Treasurers Report. Nineteen members submitted written responses and a number made verbal responses. Register Chairpersons, on behalf of their registers, provided responses during Wendys (Liaison officer) regular monthly phone meetings with registers.

All responses were collated and placed into a *Draft 2* document which was tabled at the May JDCQ Management Committee meeting. At more than 40 pages it was not a gripping or workable document, so it was edited, while ensuring the essence of the responses was respected.

*Draft 3* was 12 pages long and in May was sent back to all the Regional and Model registers for final consultation. The final plan, with some minor and constructive edits from final consultation, was adopted at the June JDCQ Management Committee Meeting and circulated to all Registers on 11<sup>th</sup> June

### Outcomes

The plan does represent consensus and members were largely satisfied with the operation of JDCQ.

The **Mission** was confirmed as

Promote the qualities, desirability, and affordability of classic and modern Jaguar cars through camaraderie and an informing and inclusive environment

Offer a variety of social and touring events that meet the needs of diverse membership (age, interests, affordability),

Provide technical support including assistance and guidance in members ownership and enjoyment of their Jaguars including access to concessional registration for historic vehicles (including facilitation of impromptu runs).

Hold regular meetings where members can learn about the activities and benefits of the club and have opportunities to become familiar with club activities and meet fellow members.

**Queensland Jaguar Driver** was overwhelmingly seen as important to promoting and maintaining the stable membership of the JDCQ. We have 440 members as at the end of the 2019/20 membership year the highest in four years. A suggestion made by a number of members to foster this stability was that JDCQ negotiate discounts with a number of organisations; this will be pursued.

There were some who felt that our **sound financial position** should be used to provide more benefits to members and/or consideration of the level of membership fees. The suggestions about subsidies for events such as Christmas parties and Ladies Morning Teas were welcomed, and more subsidy suggestions were added in the final consultation including subsidies for major Register (both Regional and Model) events like organising Weekends Away. This will happen and is already being discussed with Registers. Whilst maintaining club mutuality legal principles, we hope to strategically apply the clubs funds in a manner that encourages and assists members to participate in events.

There was great consensus that registers, adapted to different regional needs, were functioning very well. There was considerable support for even **greater autonomy for Regional Registers** and for the JDCQ Management Committee maintaining administrative and management responsibilities including accounting, club Insurances, magazine publications, maintaining membership lists, website development, club regalia, club library, promotional activities and materials, liaison, club history and support of register events. There was also support for the JDCQ Management Committee to oversee JDCQ participation in the **All British Day** hosted by Saint Josephs College Brisbane in September each year, including a call for greater involvement of Registers in the organisation of the day very welcomed by the JDCQ Management Committee.

The **centralised point scoring and awards system had opposition** with all Registers wishing to withdraw from the central system completely or being allowed to inform the JDCQ of their chosen award winners. Most Registers already have their own awards and the JDCQ awards add an unnecessary layer. This is a big change and will be put to the members at a Special General meeting.

In the Challenges and Threats section of the Plan the **declining numbers of volunteers** and the change in societys communication methods are areas for which we need to develop actions.

Very few JDCQ members attend **national rallies** and no Register could suggest anyone willing and able to organise one. This is likely because of the JDCQ demographic. A motion that the JDCQ not host a National Rally in the foreseeable future will also be put to that Special General Meeting.

Also, in this section, to help maintain interests in car clubs, it was suggested JDCQ develop mutually supportive **relationships with other car clubs**. This will be pursued accordingly.

There are a number of other areas addressed, so any member who would like to read the final document can access it on the Club website or from your Register Secretary.

## Where to from here

An **action plan** will be developed and monitored accordingly to ensure execution of the strategy.

Remember this is your club. The JDCQ Management Committee has certainly valued the wonderful response from members and Registers and look forward to continuing open and transparent communications for the benefit of all members and the club.



# JDCQ Gold Coast Register

## Gold Coast Lunch on Isle of Capri photos by Robin Kup-Ferroth



## Picnic at Currumbin photos by Robin Kup-Ferroth





Let's have a Laugh



Friends are the fruitcake of our lives. Some are nutty, some are soaked in alcohol, some firm, some sweet, but altogether, they are great to have in your life.



Four friends spend weeks planning the perfect girls getaway trip, shopping, casinos, massages, facials. Two days before the group is to leave Mary's husband puts his foot down and tells her she isn't going. Mary's friends are very upset that she can't go, but what can they do.

Two days later the three get to the hotel only to find Mary sitting in the bar drinking a glass of wine.

"Wow, how long you been here and how did you talk your husband into letting you go?"

"Well, I've been here since last night... Yesterday evening I was sitting on the couch and my husband came up behind me and put his hands over my eyes and said 'Guess who?'"

I pulled his hands off to find all he was wearing was his birthday suit. He took my hand and lead me to our bedroom. The room was scented with perfume, had two dozen candles and rose petals all over... On the bed, he had handcuffs and ropes! He told me to tie and cuff him to the bed, so I did. And then he said, "Now, you can do whatever you want. So here I am."



"That's more like it - 127 pounds."



**STOP PRESS!**

## A DAY IN THE COUNTRY!

Due to the Government introducing strict limits on certain gatherings the Day in the Country event at Peak Crossing hosted by the JDCQ has had to be postponed to September 27th.

Would you please note this new date and hopefully you can support Rotary by attending. Tony Nelson will be contacting everyone through Club coordinators to confirm attendees

## TATA WILL NOT SELL JAGUAR LAND ROVER

Tata Motors has insisted it has no intention of selling Jaguar Land Rover, despite a breakdown in talks with the government over taxpayer support.

It said that it “categorically denies and dismisses any such intent” and added that the West Midlands-based carmaker “is and remains a key pillar of Tata Motors and the wider Tata Group”.

The Indian business was responding to speculation about a possible sale after the failure of talks with the UK government about Jaguar Land Rover and Tata Steel — also owned by Tata Group — over a possible bailout.

Jaguar Land Rover had been seeking taxpayer support of up to £2 billion from the Treasury's Project Birch fund because of the coronavirus pandemic. Project Birch was set up to help businesses seen as structurally important to the UK economy, but the government concluded that the financial strength of Tata meant that it was not appropriate.

In the three months to the end of June, Jaguar Land Rover car sales fell by 42.4 per cent, while shutting plants because of Covid-19 cost it £1.1 billion.

Before the pandemic added to its woes, Britain's biggest carmaker had been struggling with a fall in sales in China, a trend away from diesel vehicles and uncertainties related to Brexit.

Under Sir Ralf Speth, 64, its chief executive, it has been seeking savings of £2.5 billion, as well as working towards building more electric vehicles, but the pandemic has interrupted those plans. There has been speculation that a merger with a larger manufacturer would make investment in the transition to electric cars more efficient.

However, Tata said: “Unconfirmed and unsubstantiated reports have been published alleging that Tata Motors may sell a stake in Jaguar Land Rover. It is and remains a key pillar of Tata Motors and the wider group.” It said that the carmaker “remains strong as it transitions to new electrified, autonomous and connected technologies”.

Thierry Bolloré, 57, the former boss of Renault, is due to take over as the chief executive in September as Sir Ralf becomes non-executive vice-chairman of the business. Sir Ralf's pay has risen to £4.44 million during a year in which more than 4,000 workers lost their jobs.

Of its 40,000 workers, more than 30,000 are located in the UK. The business produces more than 500,000 cars a year.



## Library News with the Club Librarian Ray Hodges

### The Definitive Guide to JAGUAR SALOONS

**GB19: The Definitive Guide to JAGUAR SALOONS.** This 100-page Bookazine was published in 2019 by Kelsey Publishing Ltd.

Welcome to this special celebration of Jaguar's best loved saloons, from the publishers of Jaguar World Monthly and Classic Jaguar. This book focuses on the best of Jaguar's saloon car family from the post war period right through to the end of Series III XJ production – with buying guides, tales of epic adventures, and stories of development to keep even the most ardent Jaguar enthusiast entertained.

Jaguars have long enjoyed a special place in the hearts of the public – they are aspirational without being elitist, they've always been a little different to the opposition and – crucially – always cool with it. Bad boys and bankers alike drove the MK2, while the XJ has been known variously as the Sweeney villains' motor, the Minder Jag, and the car which whisked heads of state to important international conferences. No other marque meant so much to so many for so long. Enjoy!

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 July/August issue of the "Queensland Jaguar Driver".

Tony & Terri Iuvalle (Brisbane)  
Rebekah Hearder (Brisbane)  
Jon & Jackie Minards (Capricornia)  
David & Nikki Nolan (Brisbane)  
Emma & Andrew Golder (Brisbane)  
Nicholas Croydon (Brisbane)  
Peter & Jayne Deane (Sunshine Coast)  
Jonathan Cormack & Faye Anstey (Brisbane)  
Richard & Karen Clamp (Brisbane)  
Kennedy & Sheryl Simpson (Capricornia)  
David Perry & Janine Dwyer (Brisbane)  
Mal & Gill Moate (Brisbane)  
Greg & Josie Brincau (Brisbane)  
Adam Pritchard (Capricornia)  
Eric Liekmeier (Capricornia)  
Philip & Dianne Barbetti (Wide Bay Burnett)  
Errol & Barbara Hoffman (Capricornia)  
Paul & Avril Williams (Gold Coast)  
Ross Steele (Brisbane)  
Bianca Sammut (Gold Coast)  
Monica & Rajesh Nagpal (Brisbane)  
Philip & Trudy Jackson (Brisbane)  
Jonathan & Nicola Stanton (Brisbane)

New members are the life blood of our Club. Several of our long time members resign from JDCQ each year due to various reasons (ill health, no longer own a Jaguar/Daimler, no longer drive, etc.).

It is so easy to attend a JDCQ event and immediately mix with our friends who we have known for years. Everyone does it.

When I married a Sydney girl and moved to Australia from Hawaii twenty-five years ago I didn't know anybody other than a few of Wendy's work mates. We bought an old ex-Australian Army Land Rover and joined the Sydney branch of the Land Rover Owners Club of Australia, a 4WD club.

I will always remember walking into our first Land Rover Club meeting and someone came up to us and said, "you're new here, please come and sit with us".

This person and her husband are still among our best friends. We always stay with them whenever we travel to NSW and they stay with us whenever they visit QLD.

So.....if we want to keep our new members, please make an effort to make them feel welcome and have them join you and your friends. Please do not leave them sitting by themselves in a corner.

The Club currently has 409 members which includes 17 Life Members.

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



## Sourcing cars

One question I commonly get is “where do you find the Jaguars you have acquired?”. It is an easy one to answer because they have been advertised in this club magazine. My series 2 XJ6, MK2, X300 and now an X308 have all come from that source. My series 3 XJ6 which I have had for 30 odd years and the MK1 which I have had for at least 15 years both came via club contacts. And yes, that is correct I currently have six Jaguars. Some years ago, I had seven and carried out some severe “culling” which is an agricultural term for reducing the size of the herd. It looks like I'll have to start culling again.

A point of interest is that all of these cars had some sort of problem when I purchased them.

The MK1 was half way through a restoration where the owner had lost interest (unregistered)

The MK2 was on blocks under a house with no brakes

The series 2 XJ6 was out of registration and had a number of faults including bad paint.

The Series 3 XJ6 had its cylinder head in the boot and nobody knew why

The X300 was sitting covered in dust with a shredded back tyre and flat battery.

## An X308 joins the herd

In the July-August edition of this magazine I saw an ad by Chris Holland for his 1997 X308 going for \$2500 with a number of faults which included severe timing chain rattle and that the harmonic balancer (crankshaft pulley) could not be removed but included new chains and guides. The air conditioning was unserviceable and the front shocks were knocking. The registration was also about to run out. The car was located at Buderim.

I contacted Chris and arranged for a date and time to inspect the car and ascertain if it was a worthwhile proposition to take on. Eldest son Scott who had been trapped by the corona virus at our place enroute from the Northern Territory to New Guinea offered to accompany me and we set sail in the Falcon Ute.

On arrival expecting to see a rough car I was surprised to find the X308 was in very good condition with only a couple of marks on the very nice painted exterior and an excellent interior. To top it all Chris had a “safety certificate” (roadworthy) for the car. There was no doubt that it had a severe timing chain rattle. I went ahead with the purchase and decided to drive it home to Joyner very carefully. Scott accompanied me in the Falcon Ute keeping an eye out for the possible breakdown. However, we made it safely. Honor my

wife was even slightly impressed on the condition of the car but was less enthusiastic about the timing chain rattle.

Included in the deal was a CD of the workshop manual which I then spent several hours absorbing. It became apparent that I would need a couple of special tools to do the job. One locks the crankshaft in position with a pin inserted in place of the crank sensor and another two bridging tools lock the camshafts in the correct position. I went and saw Aaron Goldman from “Classic and Prestige Auto Services” and asked him if he had these tools so I could measure them and make copies. Aaron said he has known me a long time and offered to lend me them for the job. This was in the form of a kit in a box which included a crankshaft puller.

I also enlisted the aid of a mate of mine who is a retired Kiwi mechanic. He lives two doors away from me and has a two-post hoist. He suggested we do the job there as the crankshaft locking pin has to be inserted from under the car and having the car on the hoist a foot or two above ground level would also save having to bend so low while working on the engine I also set up an older computer of mine at his shed so we could refer to the workshop manual CD.

The crankshaft puller from the kit could not be used as it turned out some idiot had driven incorrect bolts into the holes provide in the pulley and using the correct 8mm bolts led to them letting go when pressure was applied with the puller. We had to resort to drilling out these damaged holes and tapping them for 3/8 national fine bolts. We borrowed a hydraulic puller from another acquaintance but even then, the crankshaft pulley would not let go. Finally, we resorted to hot flashing the inside of the pulley with an oxy torch for about 5 seconds and finally the crankshaft pulley came loose. That little episode took half a day to resolve. The reason we were trying to save this harmonic balancer was simple. A new one was listed in SNG Barratts catalogue at over 1,000 English pounds!

From there on it became a fairly straight forward matter of following the workshop CDs excellent instructions. Removing numerous bolts holding on the timing chain cover disclosed a fairly chaotic scene where one chain guide had disintegrated and some of the final chain drives on the camshafts were ominously stretched... By the way the camshaft covers also had to be removed. While we were at it a new timing cover crankshaft seal was fitted as well as new timing cover to engine block gaskets





**Harmonic Balance Just starting to move**



**Off at Last**



**V8 engine timing chain**

Eventually the whole job was done, or so I thought but my mate said we have to go after the bits which had got into the sump. The oil pan was removed and assorted bits and pieces of chain guide were found lurking there. A new oil filter was fitted and the engine given a dose of new oil. The start was almost anticlimactic as the engine came to life and settled down to a very quiet idle (purring?) with no metallic noises.

Just after this I had my first eye operation for cataracts so it was a few days before I could return the tools to Aaron and thank him for his assistance. I will attack the air conditioning next and there is undoubtedly a bit of an occasional clunk coming from the front part of the car but I don't think it is shock absorbers. Aaron suggested starting with the anti-roll bar rubbers as they are a known problem.

### **Electric fuel pumps**

An acquaintance phoned me the other day as he had just had the electric fuel pump fail in his early S type Jaguar. That is the model produced in the 1960s not the later 1990s. He had contacted the SU people and had been quoted a price to overhaul it which in his words was not far short of the price of a new SU pump. Was there any alternative?

I assured him that there were any number of brand-new electric pumps available out there on the internet and many had 60 litre per hour capacity at 3 to 4 pounds per square inch., which met his original SU pumps 55 litre per hour (12.5 gallons/hour) capacity. A brand new SU pump for his car cost \$549 whereas alternative pumps were available for under \$100.

I suggested "On Line Auto Parts" in Virginia, Brisbane who have a fuel pump specifically designed to replace SU pumps and costing around \$90. These pumps are made in New Zealand. Alternatively, by googling "Facet style fuel pumps" there are heaps available for as little as \$20.

I will be honest I have long ago given up on SU fuel pumps and my MK1, MK2 and Series 2 XJ6 have all been fitted with Facet type pumps which I consider far more reliable.

Until next issue-safe Jaguaring



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## JDCQ Mk2 Burlings with Robin Todd

Earlier this month [actually the second Wednesday of the month] a small group of dedicated "Luncheoners" ventured out to the Royal Hotel at Leyburn for our first outing since the onslaught of the Covid-19 virus way back in March. To make it more festive and create a welcome back to normality Kay Challenor created some "Welcome Back" mugs filled with chocolate goodies to mark the occasion. Thanks to Kay and her grand-daughter. We spent a very pleasant couple of hours discussing everything except "The Virus". Perry promised to escort all attendees for a lap of the track, the Sprints being cancelled for this year but I don't think this happened.

I was at that time a bit preoccupied to get back to my doctor in Warwick for my annual Drivers Licence Medical. The medical is not really the problem, that comes next when we have to front up to a Gestapo type inquisition by the good ladies who staff the counter at the Main Roads office in our fair city. My medical was as good as it gets, my blood pressure so normal he took it twice to make sure - after some discussion on the topic we decided that maybe I should have a pleasant drive in the country, a nice lunch and a glassa something every time.

The next day we planned our assault on the Main Roads. We thought if we arrived just after 2.00pm we would be greeted by happy smiling well fed faces and maybe beat the other just after lunch customers, and we were absolutely correct then we made our first mistake. The sign on the door very clearly said one person per transaction only all others to remain outside. The rest reads like a script for a play- Robin & Valerie enter from stage left - door slams behind them - the pair stand there looking about and espy the four crones sitting on their perches staring straight ahead - the rest of the venue is empty of human occupation - a voice from deep in a cave booms - "sanitise your hands first" - the pair then turn in circles looking for the sanitiser machine - after a few circles the voice booms "behind you on the wall" - the pair do a couple more circuits before they spot the green sanitiser bottle in a green sanitiser holder on a green wall - the pair mentally wonder how much the consultant was paid to come up with that beaut idea - hands wet with something the pair press the button on the machine to get a ticket for service when the voice booms again - "ticket holder B419 to counter 2" - the pair still stand there waiting for a ticket to come forth from the machine - the voice repeats the message more tersely this time and added "I said" - the pair still stood looking at the coven of impassive crones hoping to find some sign that would inform them where was counter 2. Eventually the appropriate counter was detected and the pair approached with drivers licence, medical form and ticket that said for use to renew licences to be greeted with a hostile glare and a blunt "what do you want?". Handing over all the bits of paper I said "to renew my licence". The conversation continued - Public Servant - "Why it doesn't expire until 2021". Me - "thank you very much, I must have misread the date" and turned to leave only to be called back because I had yet to present my Medical Report. Me - "Last time about 2 years ago I was told it was not necessary to lodge the form with you unless there was some change". PS - "thats not true". Me - "thats what I was told". PS - "Well I'm telling you it is not true". Me - "thanks I guess I was misinformed". PS - "Well not by us". Some considerable time was spent reading the form, meanwhile all the other Public Servants were sitting there rigid faced staring straight ahead. The pair were mentally wondering how come they could sit

there staring straight ahead and not show any interest in the conversation, after all it was the only one taking place. At last the document was perused, given the time taken we were tempted to wonder if it was the first one she had ever read one but then the big question PS - "do you wear glasses"? Me - "Only to read". PS - "do you wear glasses to drive"? Me - "No, only to read". PS - "make up your mind, do you wear glasses"? Me - "Only to read".

PS - "Well do you or don't you wear glasses"? Me - "Only to read". Fixed with a deadly stare I added "put down whatever you want". Fixed with an even more deadly stare the PS said "well I will put down yes and you had better be wearing them if you are ever stopped". Me - "thank you". As we walked away the place was really crowded but nobody else has been called. Valerie asked what was all that about so I suggested that all she had to do was fill in the time till going home time and reminded about the occasion about 3 years ago after I had my cataract operations and tended the medical record with the record from the specialist who performed the procedure and an Optometrist who subsequently did an eye test only to be told I had to read the eye chart in the Main Roads Customer Service ??? Centre because I don't who these people are who did these reports. She then questioned the Doctor who did the report because she had never heard of him. I told her he had been here for 27 years and was president of the Show Society and had been President of the Rodeo Society.

A couple of fair minded people have suggested that it was probably my attitude that put them off but I claim that I went to boarding school and that I know how to stand with my hands clasped in front, shoulders slightly sagged forward and head slightly bowed in a stance of total contrition - Todd, don't you know the showers are a place to get clean Not to hold conversations. Yes Sir. One must never put ones hands behind the back because that way the fingers can be crossed and that negates any promises.

A couple of further thoughts. We met up recently with a couple who are also members of our Club for a bite to eat and he just had to show me the new set of extractors fitted to his X300. A beautiful sight they were too those huge gleaming pipes snaking away under the car. They apparently gave a considerable saving in fuel for the trip up the range, but he said there was no noticeable power increase. I said that I found the same result when I fitted extractors etc to one of my Fairlanes. It was when the engine started that the true value became obvious. Such a beautiful noise at idle and magnificent when he drove it away and gave it a bit of wellie. He is just a wee bit older than me but isn't it wonderful to meet up with someone who still appreciates the finer things in life.

It is a shame that Jaguar Cars after producing such beautiful sounding cars like the Mk1 & 2 and the XKs should loose their way so badly that they would hang their future on something so strangled as they did with their later offerings. I suspect that they have learned their lesson and tried to redeem themselves with the F Type and XJR 575.

And on that bright note  
Keep well one and all  
Hope to see you one and all later in 2020.  
Robin Todd



## JDCQ Classic Monocoque Register *Calendar for 2020*

The calendar for 2020 is still in a state of flux but we certainly have abandoned the proposed overnight runs so we may just settle on just a couple of Country Pubs in the latter part of the year. The September gathering is subject to change as the Yangan Hotel is no longer available and we hope to go to The Sandy Creek at Warwick.

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 9th September**  
Sandy Creek Pub, Warwick

**Wednesday 4th October**  
Rudds Pub, Nobby

**Wednesday 11th November**  
Bestbrook Resort Resort

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

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

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



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## JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg, Maryborough and Hervey Bay

### *Vale:* **BRIAN PERRY**

On a very sad note I would like to advise that Brian Perry passed away on the 15<sup>th</sup> July 2020, after a two-year battle with ill health. Brian was a member of the Wide Bay Burnett Register and his wife Jill continues a bond with the JDCQ. We send our deepest condolences to Jill and family.

You will be sadly missed Brian. There will be a Memorial Service in October to celebrate Brian's Life and his deep love of those beautiful whales.

### **OUTING TO BUXTON – 19<sup>TH</sup> JULY**

It was a beautiful sunny morning when we all arrived at Buxton and you can well imagine all the chatter and laughter that occurred after having had no contact with each other since March. I think we all found it very hard to keep our distance and remembering not to hug each other like we normally do was extremely difficult, especially for me!! There was a great number of members in attendance which was very pleasing to see. It was also lovely to see Roger Stubbs who had travelled quite a distance from Monto as well as Peter Carlson and David Carlon.

Buxton overlooks the Isis River and it is a very popular spot for fishing. The water was glistening and there were a few boats out on the water. It was so tranquil and just so lovely to be out in the open away from the confines of home.

### ***Raffle Draw***

This month our raffle was won by Peter Carlson and I can tell you that he was very excited with his prize which was a Multi-Function Tool. Roger Stubbs won the Scratchie. Congratulations to you both.



**PETER AND ROGER LOOKING VERY PLEASED WITH THEIR PRIZES**



**OUR NEW MEMBERS PHILIP AND DIANNE**



**BEVIN WITH HIS NEWLY PAINTED 1967 340 JAGUAR**



**THE GUYS CHECKING OUT DAVID'S MK 1 3.4**



## OUTING TO TORBANLEA AND TOOGOOM – 16<sup>TH</sup> AUGUST

It was a brisk morning with a cool wind blowing when we arrived at 'Bamboo Land Nursery and Parklands' for our Annual General Meeting on Sunday. Of course, first on the agenda was morning tea and as always, our general chit chat. There was no change to the Committee Members for 2020 – we were all re-elected.

### **Raffle Draw**

Sandy was very enthralled when her name was drawn out as winner this month – her prize was an LED Work Light. There definitely needs to be more female influence in the selection of our Raffle Prizes for this year, but Sandy did appear to be very happy with her win. Yours truly won the Scratchie but didn't win a brass razoo!



**SANDY LOOKING PLEASED WITH HER PRIZE**



**JOSIE, MARGIE, DAVE & BILL ENJOYING THE SERENITY**



**PETER, LEE AND ARTHUR LOOKING VERY OFFICIAL**

Lunch was held at 'Goody's on the Beach' in Toogoom. This is one of my most favourite places to visit, both the area and the Restaurant. The Restaurant looks straight out onto the water and it is just delightful. It was so lovely to see the amount of people who were having lunch and that the staff were so Covid19 efficient.

They knew exactly what to do in relation to all restrictions, meals were delivered promptly, and I was totally impressed. The meals were great and the whole experience was enjoyed by everyone.



**THE LOVELY JAGUARS AT 'BAMBOO LAND NURSERY AND PARKLANDS'**



# JDCQ Sunshine Coast Register

## Bastille Day @ Thierry's

story Tony Brett,  
photos Tony Brett, Debbie Herbert & Bernard Smith

A small group of enthusiastic, French themed, beret enhanced folk enjoyed the cheerful and often mischievous hospitality of our host Thierry at 'Le Relais Bressan' in Flaxton on 15<sup>th</sup> July 2020. As expected from Thierry, the food was excellent and as always offered great value. Luckily the wind and cold of the previous day had abated, and we were greeted by a most pleasant mid winter Flaxton Day.

The gathering was very much a last minute affair, and limited in terms of numbers. I felt a degree of urgency to have this Bastille Day celebration, as the JDCQ has been a regular visitor to Thierry's over the years and especially for Bastille Day. Thierry has the property on the market, as he is looking to spend more time in France, and there is a good probability that 2020 Bastille Day could be our last un-der the present ownership. We all wish Thierry & Cindy well for the future.

We were pleased to welcome Peter and Jayne Deane on their first outing with the register, and we must not have scared Roger and Marie-Luce George overly at our morning tea as they joined us for their second outing. Welcome to all and I hope you enjoy the friendships and camaraderie that are abundant in the Jaguar movement.



The pictures show the effort with the costumes, and also the cars in attendance. Thanks to everyone who made the journey to Flaxton and added to the memory, and a special thank you to Marg Day, who pro-moted the event at the last minute, and correlated the attendee list.



F-Type, XKR and V12E resplendent in red and lined up for Bastille Day.





## Coffee, Cake and Cars Run – 11th July 2020

*story & photos Joe Day*

What a perfect winter's morning to start the day. I waited at Aussie World garage from 7:00 to 7:20 am to see if any members turned up before heading up to the German Bakehouse. I arrived around 7:45 to find so many cars had arrived already.

The Mustang Car Club had organised a run for the morning, so we were treated to a variety of different models parked in front of Frank Carroll's private museum along with a couple of Jag-uars, Morgans and some other very exquisite cars. Overall, I counted 8 Jaguars including Peter Deane's newly acquired XKR. Peter has just joined JDCQ.

The museum has over 30 vehicles on display and several special engines from the WW2 era. A fantastic display which is always changing.

The main reason for going "of course" is to try the treats and great coffee served at the Bake-house. As the morning progressed many more cars arrived so parking for about 400 meters all around the streets were full. What a turnout for a brisk winter's morning.





# Recalling a Mk 8 Mishap a long time ago

*written by Charlie Provis*

To have a Jaguar in one's life, I find to be a curious thing. The club member that we bought ours from said "people either love them or hate them with really no middle ground to speak of" ....and he told me that immediately after the cheque changed hands.

My liking for the marque grew, not from watching re-runs of Inspector Morse on the telly; but from an unusual decision by my father way back in 1967. We had mechanic at the time, a tall dark haired, refined fellow who parked his immaculate black Mk7 Jaguar sedan in the street outside when he picked up our current car to be serviced. There must have been a connection there, for around about the time of my 16<sup>th</sup> birthday a two-tone grey Mk8 Jaguar arrived, unannounced one Friday night.

This vehicle absolutely fascinated me; the paint and wooden door sills were...so-so but I still loved it's every inch. I used to just sit in the driver's seat soaking in every facet of the wooden dashboard, and at night when bathed in its illuminating purple lights above, the traditional white on black gauges assumed an ethereal quality Everything, was forgiven by the growl from the twin chromed tail pipes poking out from under the left-hand bumper. To this callow youth the smooth beat when idling was utterly transfixing. The Mk8 was only driven on weekends, always by Dad.

Christmas Eve that year, saw us in Victoria; on the Great Ocean Road. It was a hot day but the Jaguar had been performing well, as befitted its standard of maintenance. My 12-year-old brother Geoff and I were in the back seat enduring sunburn and the lack of air-conditioning. Mum and Dad were both enjoying cigarettes on the front pew. After about an hour, the car seemed to be slowing from the previously joyful breeze-generating 100kph to 80, then 60. Our parents were not talking but concentrating on the rising engine temperature gauge which was now accompanied by a disturbing rattle from the engine bay, much like stones in a tin can.

Looking at me in the rear vision mirror, Dad said "what's going on?"

"Sounds like a chain hitting something" I said; very happy at being consulted and having something positive to contribute into the bargain.

We were crawling by now, when a small old-fashioned service station carved out of the rock; hove into view. Dad swung the nose of our beautiful big grey car onto the concrete apron in front of the one and only petrol pump, pulling on the bonnet catch as he alighted. Now stationary with the engine off, there were plumes of white vapour escaping from the grille. With the bonnet now open, the service station operator, probably

guessing that we weren't there for fuel; had materialized and was peering over the passenger side front wheel arch.

"Kerrist, you have blown a welch plug" were his first words. Dad, Geoff and I, all rushed around to his side, hoping for a less fearful solution like 'the radiator cap is missing' or 'the radiator hose is loose' would have been just fine!

Sadly, however there was no denying a 40mm or so circular hole, down in the engine block that was, emitting wisps of what looked and smelt like steam.

Dad, was clearly depressed at the situation. With glazed eyes he stared at the festive decorations fluttering when each car passed us, all looking at our plight. He explained sadly, that there would be a very long wait to organize a tow-truck to get the Mk8 home; some 60k away. Then, there was the problem of getting Mum and us back. He was lighting a cigarette, when our *new friend* said "I could give you a lift and tow your car. I thought my father, a largely dispassionate soul; was going to hug him.

"Wow that's fabulous, do you have a truck?"

"No, I will tow you with my Holden HR, your wife can come with me for directions, the boys with you. I do this all the time with breakdowns, as there is no other help for miles"

Realizing that options were few, my father listened to the garage man's strategy nodding his agreement on points of the discussion. A stout, well weathered rope was strung between the subframe of the Jaguar and a substantial looking towbar on the Holden. While the length between vehicles looked adequate from a distance, the rope was actually invisible from behind the long bonnet of the towed vehicle.

With the engine out of operation, Dad had no power brakes to assist in keeping two tons of Jaguar from smashing into the much smaller car in front. The headlights had to be turned off to save the battery power for the tail-lights. My father's hands were making the huge steel steering wheel shake, while his right foot hovered over the compromised brake pedal for the entire three-hour journey.

Viewing the disaster, the following week; our skilled Jaguar-driving mechanic felt that there was a good chance of repairing the engine. "These cars hold a huge amount of oil and although the engine had run without any coolant, thus becoming very hot; it had not seized. His optimism was eventually rewarded when he returned the car after a month, and many concerned phone calls from Dad; with the engine ticking like an XK motor should.

Charlie Provis 23/07/20

# JDCQ Central Queensland- Capricornia Register

## Behrendt Restoration Report

Written and photos by Lorraine Givney

Garry and Ros Behrendt have been busy since the *January – February 2019 Edition* when members read about their 1964 Mark II restoration project, so it's time for an update.

When Garry talks about the restoration it doesn't take long to realise that he finds networking with others as enjoyable as getting on with the technical work. As luck would have it, he has a mate that had a 3.4 S Mark II he was happy to part with. The 6 cylinder motor from this spare car has been fitted to the original along with the front end, facilitating an upgrade to power steering. The original 4 speed gear box remains in place so the ratio of the differential had to be changed. New mufflers are quiet but shorter than the original ones. Garry also chose to fit the doors from the spare car and has gone over the entire body rectifying any gaps or irregularities.

Ros' request for Imperial Maroon paintwork is becoming a reality. The metallic paintwork on the wheel spats, under-bonnet, and inside doors has been done by a friend of the couple. The hood lining was cut by Ros, who is an accomplished quilter, and is currently stitched and then temporarily clamped in place. She is also working on the furflex door seals.

Sourced through a mate who owns the Gladstone car wreckers, a 2006 Proton sitting on the Behrendt driveway is the unlikely donor of the air conditioner cooling fan, condenser, compressor and some other bits and pieces. Occupants of the restored Mark II will be able to enjoy cool or warm air flowing into the cabin from vents in the repurposed paper tray in the dashboard. The original demisting system has been modified to accommodate the air conditioning.

Garry seems to flout the saying, "it's not what you know but who you know", by knowing both with skill and humility. When asked if he has a completion date in mind, he replied, "Wouldn't mind having it going for Christmas but I don't think I will." It may be wise to hedge bets on this because Garry says he's currently "fiddling with the electrics" – a task that seems to have indefinable time parameters.



*3.4 litre 6 Cylinder motor*



*Metallic Imperial Maroon taking shape*



*Ros' textile work coming together*



*Aircon vents in the repurposed paper tray*



# JDCQ Central Queensland- Capricornia Register

## Twenty-eight years on... fourteen Jaguars strong...

*Written and photos by Lorraine Givney*

Driving in convoy on roads winding gently through the lush landscape, melodic music playing to complement the tranquil view of elegant Jaguars taking the curves with ease and grace... how does it get any better than this? On the 23<sup>rd</sup> of August Gladstone area members drove north to meet up with Rockhampton members for morning tea and a meeting followed by a visit to the Gracemere Hotel for lunch. The picnic shelter often used by Capricornia Register for morning tea has special significance because it is where the inaugural meeting of the Register took place in October 1992. No wonder it feels like home.

It was exciting to have fourteen Jaguars parked near 'our' shelter this month and equally exciting for members to catch up about Jaguars and life in general. We had a few visitors join us, some human and some feathered. The weather was perfect for spreading out and enjoying some August Rockhampton sunshine. It was also perfect for photographing the assembled Jaguars. In fact, when we arrived at the hotel for lunch we couldn't believe our luck – we were able to park nine Jaguars together – photo opportunity!

For lunch, we were seated in the hotel's extensive outdoor beer garden and the delicious meals were served efficiently while members made the most of this social setting. Ideas were thrown around and plans were hatched for possible future events to look forward to. After all, having things to look forward to is one of many reasons that people thrive as members of JDCQ.



*Capricornia's picnic shelter*



*14 Jaguars in attendance*



*Couldn't believe our luck – photo opportunity!*



*Lunch at the Gracemere Hotel*



*Lunch at the Gracemere Hotel*



# JDCQ Central Queensland- Capricornia Register

## A recent trip in the E Type

Written by John Newton

Photos by Gail Newton

Since finishing the restoration of our E Type, apart from a few short runs to Byfield and Mt Morgan, the furthest we've been was two JDCQ runs to Gladstone. As the car seemed to be settling in okay we decided to do a decent trip. After an oil change and check over we put our colour coordinated luggage in the back and drove to Mackay where we stayed the night.

On the next day we drove out to Finch Hatton and up the range to Eungella. It's a steep climb and thankfully the temperature gauge didn't move. After seeing the platypus and a big redbelly blacksnake on a bush walk we spent a cosy night in a cabin with a log fire.

On day three, we drove the range down to Mirani and then up to Townsville where we stayed the night in a unit with an underground car park - not the best place for a car with the turning circle of a Mack truck. Thankfully other guests were patient whilst we maneuvered into a parking spot (would be like watching poetry in motion). We then motored up to Port Hinchinbrook where we stayed with friends. So far the car was running well – air-conditioning was excellent, all gauges normal, no expensive smells etc.

After a couple of days it was time to go south to Townsville and then out west to Charters Towers for the night. Our plan from here was to travel through to Clermont and Emerald. Charter's Towers to Clermont is about 390km with one stop 190km before Charter's Towers at Belyando Crossing. The roads are all good bitumen where a driver can really enjoy the merits of an E Type Jaguar and after the rain the country was looking good.

However, this exhilarating feeling was soon replaced by a different type of excitement - one hundred kilometres before Charters Towers, the engine died in a spot where there was little room to get off the bitumen. I checked that the spark was okay (sigh of relief) so after releasing the glass fuel filter bowl and turning on the ignition – lack of fuel flow pointed to the fuel pump. Gail was confidently giving the odd passing motorist the all okay thumbs up. (Boy are we calm in a crisis). Luckily it is accessible in the luggage compartment. An earth wire was found to have worked out of its bullet connection. (I know, this means I hadn't put it in properly in the first place.) It was soon all fixed and I didn't even have to get dirty. Now, back in a happy mood our colour coordinated luggage was reloaded and we set off for Belyando Crossing for lunch and fuel. After this it was off to Emerald via Clermont to stay with friends.

We saw quite a few roos (mostly dead) and quite a bit of construction work for the Adani Bowen rail line between Belyando Crossing and Clermont. From Emerald it was back to Rockhampton and Yeppoon which was a slow trip due to numerous roadworks.

The total trip was 1780 miles (2870km) and averaged about 15 l/km or 16 mpg. It's not the cheapest way to travel, but who cares. No oil was needed and no leaks - water or oil – developed. The air-conditioning was essential and the ride was exceptional though, I must say, I missed cruise control.





# JDCQ Central Queensland- Capricornia Register

## Best laid plans...

*Written and photos by Lorraine Givney*

When the May-June edition was published, it looked for all the world as though Capricornia Register would be spending our July 21<sup>st</sup> run prowling around a fascinating collection of cars owned by a local enthusiast, *however* this has been postponed due to some COVID 19 concerns. Undeterred, Plan B was initiated – a visit to Tondoon Botanic Gardens in Gladstone *however*, on the evening prior, it was discovered, thanks to Adam Pritchard, that a large local market was scheduled to occupy the gardens that morning. Fortunately, big cats are known for adaptability and it was an easy decision to pounce on Plan C - hold our meeting and barbeque at the picturesque Millennium Walk, Tannum Sands, just south of Gladstone. Determined that there would be no need for a Plan D, Ros and Garry Behrendt arrived early to secure the only venue large enough for our gathering to enable compliance with COVID-19 social distancing measures - and the best parking spot!

On this crisp sub-tropical Winter day, members and visitors brought the large rotunda to life with a catch-up over a cuppa and mouth-watering morning tea before John Large chaired our meeting, back-dropped by the idyllic beachside view. John and Gail Newton won the raffle prize and, soon after, the barbeque plates were sizzling with luscious lunch foods.

It was lovely to meet and share the company of new members' Jon and Jackie Minards who arrived in their 2019 F Type and Adam Prichard, who recently moved to the area from Melbourne, and enjoyed some technical talk about his recently acquired 1988 XJ 40 which he calls 'a nice project'. He's certainly in the right company to share ideas about a Jaguar project. In addition, thanks to some spontaneous, innovative recruiting by stunt-woman Robyn Spratt, Errol and Barbara Hoffmann arrived in their XJ 350 to spend the day in the company of the Register.

Once fortified by a tasty barbeque lunch, attention turned to the assembled shadow of Jaguars. There was much opening and closing of bonnets, boots and doors, a little spinner tightening, curious finger pointing, enthusiastic discussion and plenty of appreciation for the marque and for the knowledge being shared and acquired. On an elegant feline lines note, it was a delight to see that the Minards' F Type, (as are some other models), is styled to resemble the growling Jaguar when the bonnet is open. Such is the wonderful world of Jaguar cars.

By mid-afternoon, homes were calling – some as far away as Rockhampton and Yeppoon – so members gathered belongings, said farewells then hit the road with hearts warmed by a day in great company and shared appreciation of the spectacular Jaguar marque.



*Jaguars at Tannum Sands*



*Jaguars at Tannum Sands*



*Adam and Steve = technical talk*



*Paul's pride and joy*



*Meeting in progress*



*Barbeque bosses*



*Happy members after lunch*



*John tightening his spinners*



*From meow to growl*

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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)

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## 1961 Jaguar Mk2 3.8 manual with Overdrive

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

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

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

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

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

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

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

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

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



## 1999 Jaguar S-Type give away

I was wondering if any of your members are restoring a 1999 S Type.

My plan was to hand the vehicle into the Govt Vehicle Disposal centre in Sarina Qld, but I thought I should contact you to see if anyone might require it for parts or a restoration project.

It is still registered & I can still drive it (it does have a spark plug miss in it).

Paint has crazing on the bonnet, roof & boot, the driver's seat has a little wear & suspension rubber boots have disintegrated from sitting too long. Other than that it is straight and in great condition.

Due to work restrictions with Covid 19, I find I simply cannot afford to keep it.

If anyone is interested, I would prefer to give it to an interested party than to dump it in the disposal centre.

Please contact me if you require any details and /or photos via my email. If I don't answer it is because I am driving so, please leave a message.

**Price: Free**

**Contact: John Swords**  
**Mob: 0409 174 765**  
**Email: [santalacia@mail.com](mailto:santalacia@mail.com)**  
**Location: Mackay**

## Parts & Accessories



### 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**



### 1956 Jaguar MkVII+420 Compact+Mk7

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

At the moment we have the body of a manual Mk VII with sundry parts including at least one engine block – any offer considered, collect only.

Unfortunately the previous owner dismantled and left the internals of the gearbox to rust.

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

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

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

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

I have attached photos of the most relevant items.

Also available is a 420 Compact, see picture below.

This is the Mk7 that used to go. Engine seems to be seized and has surface rust and the chrome isn't good.

Not sure if it's worth much? See picture below.

**Price: Any Offer**

**Contact: David Perry**

**Mob: 0409 476 983**

**Location: Northern Rivers NSW**



### 1988 Jaguar XJS HE Convertible

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

**Price: \$17,000**

**Contact: Kevern Kennedy**

**Mob: 0433 009 987**

**Location: Thornlands Qld**



### 1985 Jaguar XJS Sports Coupe

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

The car was in the one family for 35 years.

It has travelled 235,000 kms and been regularly serviced and always garaged.

It runs beautifully and is just like a modern sedan in comfort, quietness and style.

A pleasure to drive.

**Price: Phone owner to discuss**

**Contact: Ken Parmenter**

**Mob: 0417 607 084**

**Location: Bribie Island**



### 1959 Jaguar XK150S Convertible

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

New Michelin tyres have been fitted as per makers original recommendations.

Many other upgrades have been carried out to improve the safety and reliability of the car.

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

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

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

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

Heritage Certificate is available with the car.

**Price: \$225,000**

**Car details.**

**Body Type: Convertible two door.**

**Colour: Light cream.**

**Interior: Red Leather.**

**Engine: 3.8 Six cylinder petrol.**

**Engine number: VA12178.**

**Chassis number: S 836526.**

**Miles: 6400.**

**Contact: Gerald Snelling**

**Mob: 0414 378 031**

**Location: Gold Coast**

## Parts & Accessories

### 1985 Jaguar XJ6 Pepper Pot Wheels & Tyres

Set of 4 Pepper Pot Wheels & Tyres from 1985 Jaguar XJ6 Sovereign.  
2 Wheels with new Falken 215/65R15 tyres  
2 Wheels with Dunlop 215/65R15 tyres

**Price: \$200.00**

**Contact: Colin Watson**

**Mob: 0488 471 674**

**Location: Inala**

### Jaguar Mk 1 and 2 Manuals

One hard copy and one soft copy for 1956-61 MKs 1 and 2, 2.4, 3.4, 3.8 Litre and including automatic transmission.

Both volumes are complete and in good condition.

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



**Contact : Chris**

**Mob: 0428 176 430**

**Location: Rockhampton**

### Wheels and Tyres for Mk2 Jaguar / Daimler V8

Set of 5 wheels and tyres for Mk2 Jaguar / Daimler V8. Tyres are too old for road use, but hold pressure and so well suited for a workshop restoration project on a rolling chassis.

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

**Price: \$200 neg**

**Contact: Chris Holland**

**Mob: 0408 150 675**

**Location: Buderim Qld**





## Jaguar Parts for Sale-New old Stock

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

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

# JDCQ Committees & Officials 2020

## Queensland Executive

PO Box 3513, South Brisbane, Qld 4101

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QMSC Representation			

## Brisbane 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

Option Chosen: please indicate your choice

A	B	Total of Payment Made	\$

### Office Use Only

Entered in Database

Membership No:

Welcome Letter

Current Magazine

Badges Ordered

Badges Given/Sent

Regional and Model Register Advised

Signature ..... Date.....

Membership covers a Member and all nominated Family Members.

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

Payment may be made by direct deposit or cheque

**PLEASE PUT YOUR NAME AS REFERENCE.**

JDCQ BSB: 484799 ACCOUNT NO: 02 456 7129

You can also apply for membership online at [www.jagqld.org.au](http://www.jagqld.org.au) and click on the "Join Here" tab.





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