

Queensland

JAGUAR

Driver

May - June 2021



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Queensland Jaguar Driver May - June 2021

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



EDITORS MESSAGE

Hi All,

I hope you have all been enjoying our wonderful Autumn weather, it is such a treat to have the sunshine but cooler days. I guess many of you, like us, have had your first Covid

vaccination, we had a couple of days of aches but all good apart from that.

For personal reasons, Terry and I have resigned from the Executive Committee, but I will continue as Editor, but not on committee, until the AGM in November. If you feel you would like to take on the Editor position, please get in touch and I can explain what is involved. I have enjoyed doing the magazine for the last four years and have learnt quite a bit, when I first started doing the magazine, I didn't even know how to copy and paste, and didn't actually know what it meant. Lyn, at the printers, is absolutely, marvelous and makes what I do so easy for me.

In this issue we have information about an upcoming Special Meeting, so please take a look at that and take part if you can. We also have the article by Steve Weeks, that won the Paul Skilleter Award 2021, it is a great story so enjoy.

That's all from me now, stay healthy and travel safe, cheers for now, 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

Lovely 2004 XJ6 belonging to
Robert & Patrice Kuyer

Next Jaguar Driver Magazine.

Deadlines for
Closing Date for Contributions 24th June 2021
Classifieds Deadline 22nd June 2021

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,	Helen White,
Di Cooper,	Lloyd & Lorraine Andersen	Robin & Valerie Todd	Tom & Irene Ross

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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

May 2021

Fri-Sun 1st,2nd,3rd	Brisbane Register	Drive to Australian Celtic Fringe Festival Glen Innes contact Ian Lind 0438629598 (re wait list)
Tuesday 4th	Darling Downs Register	Richard's Coffee Run 10am Toowoomba City Golf Club contact Richard 46351051 richard.gill@bigpond.com
Wednesday 5th	Gold Coast Register	Midweek Run D. Willmott 0408455249
Thursday 6th	Chassis Based Register	Lunch @ Karalee Tavern Lloyd 32948960
Wednesday 12th	Monocoque Register	Lunch @ Royal Hotel Leyburn contact Robin 46648509
Wed-Fri 12,13,14	Sunshine Coast Register	Mad May Meander (see flyer inside)
Sunday 16th	Wide Bay Burnett	Trip to Mary Valley Rattler, morning tea at Historic Gympie Station. The Rattler will leave the station at 10am and will stop at Dagon and Amamoor, lunch at Rusty Nails Café
Sunday 16th	Gold Coast Register	Post Mothers Day Luncheon D. Hogan 0413878098
Sunday 23rd	Capricornia Register	Outing Emu Park Classics By the Coast
Sunday 23rd		Macs Bridge (see flyer)
Saturday 29th	Modern Compact Register/Grand Tourer Register	Ipswich Rail Museum
	followed by lunch @ The Bottle Tree Pub Glamorgan Vale details to follow	Terry & Carl 0409072500
Monday 31st	Gold Coast Register	Monthly Meeting

June 2021

Tuesday 1st	Darling Downs Register	Coffee Run Blue Mountains Hotel
	Ruthven Street North Toowoomba contact Richard 46351051	richard.gill3@bigpond.com
Tuesday 1st	Gold Coast Register	midweek annual St. Bernard lunch
		A. Kontalis 0418467023
Thursday 3rd	Chassis Based Register 1	unch @ Karalee Tavern Karalee midday
		Lloyd 32948960
Tuesday 8th	Brisbane Register	Monthly Meeting 7.30pm Yeronga Services Club
Wednesday 9th	Monocoque Register	lunch @ Bull & Barley Cambooya Robin 46648509
Sunday 13th	Gold Coast Register	Luncheon Run R. Howlett 0408769118
Sunday 13th	Sunshine Coast Register	Trip to Hell Town see flier for details
Sunday 13th	Darling Downs Register	Poker Run details TBA
Saturday 26th	Modern Compact Register	lunch @ The Bottletree Pub Glamorgan Vale
		Terry 0409072500
Monday 28th	Gold Coast Register	Monthly Meeting
Sunday 27th	Wide Bay Burnett Register	Trip to Hervey Bay inc. Mary River Cruise

July 2021

Thursday 1st	Chassis Based Register lunch @ Karalee Tavern	Karalee Lloyd 32948960
Tuesday 6th	Darling Downs Register	Coffee Run
	Southern Hotel Ruthven Street North Toowoomba	Richard 46351051 richard.gill3@bigpond.com
Wednesday 7th	Gold Coast Register	Midweek Breakfast Run T. Ross 0475001197
Wednesday 14th	Monocoque Register lunch @ Sandy Creek Pub	Warwick Robin 46648509
Sat/Sun 17th/18th	Wide Bay Burnett Register	overnight Christmas in July Maleny, Montville, Mapleton
Sunday 18th	Gold Coast Register	Christmas in July Luncheon D. Duncan 0413181919
Saturday 24th	Modern Compact Register	lunch @ The Bottletree Pub Glamorgan Vale
		Terry 0409072500
Monday 26th	Gold Coast Register	Monthly Meeting

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

Jaguar Today

President James (Jim) Reid



May - June 2021

Greetings fellow Jaguar lovers.

I cannot believe how far into 2021 we have come, they say as you get older the faster time goes, so make the best of each day we have.

Most registers are now making more activities available so please make as much use of the offerings as you can.

Speaking of upcoming events, I recommend the Mac's Bridge day which will include the 60th Anniversary of the Etype and I have been advised by Tony Nelson that they already have over 64 Etype's coming. This day is also for all types of Jaguars so please bring your jag and ensure we have a great display; all the details will be found in this issue of the magazine.

Next month will be a Special General Meeting to vote on the update to our constitution and again you will find details in this issue, please be part of the process as this is your club.

I would also want all of you to start thinking about joining the JDCQ Committee, the present committee has spent the last 3 years on it and we think new members with new ideas will help advance the club as a whole. Meetings are held by Zoom so you do not have to leave home to attend meetings, Please, give some thought to taking the next step in your membership.

I sent out a progress report on Tony Curtis progress and was pleased to receive so many get well messages from caring members. These will be passed on to Karren.

Receiving these caring responses makes me proud to be a member of our club.

Have a great time enjoying your Jaguar

Regards

JIM & MAUREEN

Jaguar Drivers' Club of Queensland Inc.

AGENDA

For the Special General Meeting to be held on Zoom on Wednesday 26th May 2021 at 19.30

To receive the President's report of recent events.

To receive the Treasurer's report on the current financial position and budgets for the months ahead.

To consider the draft revisions to the JDCQ Constitution:-

Rule 3, last two dot points amended.

Rule 4, previous item 3 removed and so previous 4 moves to 3

Rule 5, children removed.

Rule 7, item (b) deleted.

Rule 17, item (e) added.

Special Resolution: That the draft JDCQ Constitution dated January 2021 be adopted as the JDCQ Constitution upon ratification by the Office of Fair Trading.

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

Jaguar Drivers' Club of Queensland Inc.

NOTICE

A Special General Meeting of the JDCQ will be held on Zoom on Wednesday 26th May 2021 at 19.30. A Zoom invite will be sent shortly before the start of the meeting.

The Committee would appreciate your participation, discussion with the membership is important to the committee.

At this Special General Meeting there will be a special resolution to amend the Constitution.

Those unable to attend the meeting are encouraged to send their proxy so that their votes can be cast. Proxies must be received by the Secretary before the start of the meeting.

Any other motions for this meeting must be with the Secretary before 5th May 2021

Maureen Reid
Secretary JDCQ

Jaguar Drivers Club of Queensland Inc.

Proxy Form for the Special General Meeting on 26th May 2021

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

Complete either A or B and send to the Secretary

A) I, _____ Membership Number _____

being a member of the association, appoint this person:-

as my proxy, to vote for me on my behalf at the Special General Meeting of the association to be held on 26th May 2021 and at any adjournment of the meeting. The appointed person to vote as they consider appropriate.

Signed _____ Date _____

B) I, _____ Membership Number _____

being a member of the association, cast my votes at the Special General Meeting of 26th May 2021 as directed below:-

Signed _____ Date _____

Special Resolution to adopt the draft Constitution For _____ Against _____

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

JDCQ Capricornia Register

Member Profile – Chris and Marlene Millard

Story by Lorraine Givney
Photos from the Millard private collection

A tale of determination, skill and resiliency

Chris and Marlene, who live on the Northern outskirts of Rockhampton, have long enjoyed the companionship and excitement that comes with the shared passion experienced in motoring clubs. Prior to 2015 when they joined JDCQ, they used to brave the elements on German imported motor bikes and trikes and enjoyed the concomitant club community. When the time came to switch to a more comfortable vehicle the couple went searching in car sales yards.

At Caloundra one 2015 day, Chris, admiring a German-made prestige car, asked Marlene, "Mercedes?" "No", Marlene suggested, "How about this one over here?" The goal was to find a comfortable, powerful car and Marlene, a professional artist, suggested they "get a car with character". The car that had taken Marlene's eye was a beguiling, Sapphire Blue, 1999 Jaguar X308 XJR with 190,000kms on the odometer. Power and character – Chris, who loves to put his skilful and meticulous thumbprint on their cars, was glad to have a project and a deal was struck – Marlene and Chris would take this Jaguar home to Rockhampton.

Having picked up the XJR, the couple set out on the 550km drive. Chris was well settled into the Oatmeal leather driver's seat of the Jaguar when, 34 kms North of Gin Gin, at 4.30pm, in pouring rain, he pulled over with steam and smoke pouring out from under the bonnet. Fortunately, Marlene was travelling behind him. A tilt truck transported the XJR 350kms to a Jaguar repair specialist in Brisbane. At the best of times, there is something poignant about seeing a malfunctioning mighty Jaguar secured onto the tray of a tilt truck – even more so when you are in the honeymoon phase with your new purchase. The disappointed couple spent the night at Gin Gin and travelled back to Rockhampton the next morning.

A few weeks and a transmission service later, it was time for Chris and Marlene to bring their Jaguar home to its new garage. Chris settled back into his comfortable driver's seat to enjoy the supercharged power of the repaired Jaguar and Marlene travelled behind. All went well until the XJR switched into limp-mode just south of the Cooroy exit. On the highway, hazard lights on, stuck in second gear, 60km per hour, Marlene travelling behind – Chris made the wise decision to exit toward Cooroy. Fortunately, the couple know some people at Eumundi with a storage facility so the XJR could be safely garaged for a while. Travelling from the Cooroy exit south to Eumundi proved to be an 'entertaining' experience – Chris, with Marlene following, limped his way twice around the Cooroy overpass before they were able to exit Southbound to the Eumundi storage facility. This time, disheartened by the inadequate quality of the repairs done, Chris decided that he would need to speak in person with the Brisbane Jaguar repair specialists. For now, with the XJR safely stored, Chris and Marlene, again, drove back to Rockhampton, sans Jaguar.

Determined to sort out these setbacks, Chris took the next opportunity to ride his trike to Eumundi to hire a tilt truck and transport the limping XJR to the Brisbane Jaguar repairers. Marlene reports



Pre-JDCQ motor club days



How about this one over here?



Marlene handing Steve his prize



Marlene sporting her bespoke regalia

JDCQ Capricornia Register

that she is “sure there were discussions regarding why the Jaguar had left the workshop the first time”. Chris returned to Rockhampton, further repairs were completed, and another drive to Rockhampton was planned, third time lucky – right? Yet again, Chris and Marlene left Brisbane for Rockhampton – they cruised past Cooroy, phew! – kept their fingers crossed as they passed through Gin Gin and their previous stopping point, and continued North until just shy of the Tannum Sands exit - have a guess ... limp-mode! Yet another tilt truck was required, this time to transport the XJR to a Rockhampton mechanic. It seemed wise to have the repairs done near to home this time.

The Rockhampton mechanics pulled the transmission apart on the bench and showed Chris that it had been wrecked by poor lubrication and overheating. A radiator blockage was a suspected contributor to this sad outcome. You might remember Chris's desire for a project? He took the radiator home and discovered there was no blockage but he noticed some annulus marks on the inside of the transmission oil cooler. Chris diagnosed that the ends of the aluminium after-market cooling lines were too long. Yes – an additional 20mm on each pipe had been the root cause of a problem that cost Chris and Marlene \$12,000 to get the XJR on the road!

Fortunately, throughout this challenging saga, Chris and Marlene were enjoying the events and the company of Capricornia Register. Chris certainly had some material for conversations with other members! Marlene wasn't idle either. In 2017, when the Register was celebrating the 25 Years anniversary, Marlene generously shared her talents by gifting her original colour and graphite pencil drawing of an E Type to raffle. Barry Hancock's E Type was the 'model' for the framed drawing that was won by Steve Williams. Limited edition prints of this are still available at Marlsart.com. Marlene's enthusiasm has diverse expressions. She ran a spirited Christmas Trivia competition at the 2018 Christmas weekend celebration and has crafted innovative bespoke regalia creations, smartly sported by Chris and herself. Marlene's interest in regalia also has her currently looking into a cool cotton shirt option for the Register.

Once the transmission ordeal was over, Chris's passion for powerful cars guided his decision to make a rebuild of the super-charger his next project. He reports that youtube clips provide “enough information to be dangerous” but by using these, combined with his know-how and expertise, the rebuild was highly successful. Chris reports that the XJR, which was “in excellent condition, was beautiful to drive and performed very well”. In fact, it performed so well that, when for sale in 2019, it attracted the attention of a Cairns buyer who intended to race it in the Great Barrier Reef Targa Race.

Of course, selling a car requires a Roadworthy Certificate. For one of the last times, Chris was settled into his comfortable driver's seat on his way to the mechanics when, to his surprise, he heard a thump and felt a jolt from behind the XJR – a glance at the rear-view mirror revealed that he had been rear-ended by a car with a van in tow. Fortunately, the Cairns buyer was so impressed by the work Chris had done on the powerful XJR that he was still committed to the sale - the repaired XJR, with Chris's thumbprint in place, left Rockhampton on a tilt truck and became the only Jaguar in the Targa



Chris left his 'thumbprint' on the XJR



XJR Rear-ended



XJR in full Targa kit



At the WBB 30th Anniversary



XF with Kangaroo damage

JDCQ Capricornia Register

Story by Lorraine Givney Photos by John Large

Race that year. If you'd like to listen to Chris's supercharged motor please go to youtube "Targa Great Barrier Reef 2019 – Jaguar XJR, Pure Sound". By all accounts, the XJR is still owned by the buyer and cruising the Cairns area because it is "such a pleasure to drive".

With such a success story achieved, you might be wondering why Chris and Marlene decided to sell the XJR. After all, it certainly proved to have 'character' and they had made such significant investment into the initially beleaguered Jaguar that their family had taken to fondly calling it the 'Jag Lemon'. However, now the XJR purred perfectly and was no longer a project so Chris and Marlene once again started searching through car sales, open to purchasing from any marque.

The couple continued their JDCQ membership and in June 2019 they, along with some others from Capricornia, attended the WBB Register 30th Anniversary celebration at Bundaberg. Chris and Marlene had such a wonderful time that, when returning to their accommodation after the dinner, they realised that they didn't want to lose the fabulous friendships and delightful events they enjoyed with JDCQ so a decision was made – the next car would be a Jaguar.

Their search settled on a 2019 V8 XF Sports Sedan with 69,000kms on the odometer. This sleek Grey beauty with special-order Spice interior was located in Melbourne – nearly four times the kilometres travelled in the XJR from Caloundra ... hmmm ... in light of previous experiences, spending a week with family and driving around Melbourne, before enjoying the highway drive, became the plan. However, on one of these drives, a kangaroo jumped in front of the Jaguar and neither beast fared very well – insurance repaired the Jaguar but sadly the kangaroo did not survive. Once again, the now-ubiquitous tilt truck features in Chris and Marlene's Jaguar story – Chris, cheated of his highway drive, returned to Rockhampton and after repairs were completed, the XF was delivered.

Chris enjoyed working on the motor of the XF, keeping it in excellent condition, but found it wasn't much of a project. Nonetheless, he did leave his thumbprint on the car, ensuring that it was in optimal condition. After eighteen months of ownership this attention to quality resulted in a sight-unseen sale and the XF was on its way back to Melbourne to a new owner. Chris and Marlene report that not only was the XF not much of a project but the interior was more compact than they liked, particularly for touring, and they realised, when they saw (then) new Capricornia members, Errol and Barb's impressive XJ, that they missed the style and character they'd admired when purchasing their unforgettable XJR. The search for another Jaguar ensued.

Enter a spectacular 2004, Metallic Black, XJR 350, in immaculate condition with only 85,000kms driven. The Townsville seller was downsizing his collection and had driven the XJR only 500kms. This time, a Millard Jaguar was transported on a tilt truck without the influence of any mishaps. Chris and Marlene are enjoying this elegant new purchase, with familiar, spacious Oatmeal interior, and describe it as having the "last true Jaguar shape". As might be expected, Chris is looking forward to putting his thumbprint on this lucky Jaguar. Third-time-lucky Jaguar – let's all hope!



JDCQ Companionship with the XF



XJR 350 Third-time-lucky Jaguar



XJR 350 A car with character



XJR 350 Immaculate condition



Shadow of Jaguars at Rockhampton Zoo

Capricornia's March run was a wonderful weekend event held on 27/28th. A Saturday, sunset cruise on the Fitzroy River, Rockhampton was booked but a couple of days prior, our skipper informed us that heavy rain had made the river too weedy so this has become a potential activity for another time. Thanks to the kind generosity of some Rockhampton area members, there were billets organised and, despite the cancellation, everyone was still keen to make a weekend of it.

The popular Frenchville Sports Club, north of the Fitzroy River, was our dinner venue on the Saturday evening. First challenge – navigating QR Code requirements on various mobile phones to be sure that we complied with COVID management requirements – it's a good thing that the club has a spacious foyer in which to mill around. Fortunately, the evening became much more relaxed after this. Delicious drinks, marvellous meals and casual conversation proved to be an excellent start to the organised activities for the weekend.

Sunday saw members assemble at the dead centre of town ready to convoy to the Rockhampton Zoo. Russ Ostwald visited us for a while in his new acquisition – a splendid Cabernet Mica 1998 X308 XJ Sport he recently purchased from a friend. After some curb-side Jaguar jargon and general catch-ups, it was a short suburban convoy drive to the zoo. With our shadow of Jaguars installed by the lagoon, members walked up the hill to enjoy morning tea under an enormous fig tree by the zoo café. We soon discovered that this fig tree is home to numerous birds as well as roosting bats – everyone managed to dodge the obvious hazard these high-flying wildlife present and many colourful birds were quick to make friends with us.

After another QR code adventure, a wander through the zoo exhibits kept us entertained for the next couple of hours. There were mischievous meerkats, obliging otters, cheeky chimpanzees and numerous Aussie species to visit including dingos taken for walks on leashes.



Delicious drinks, marvellous meals and casual conversation



Delicious drinks, marvellous meals and casual conversation



Delicious drinks, marvellous meals and casual conversation



Delicious drinks, marvellous meals and casual conversation

For lunch, members opted to once again brave the pleasantly cool fig tree canopy where the café staff graciously served our delicious lunches to the table. The discovery of a freezer cabinet of gourmet ice creams available at the café rounded off the meal nicely. There is something invigorating about a day spent in nature with congenial company and tantalizing transportation so members parted ways energised for the drive home and for the week that lay ahead.



Shadow of Jaguars at the zoo



Watching out for the roosting bats



Trevor and Glenys enjoying the Lorikeets



Steve feeding Blue-faced Honey-eaters

DISCLAIMER

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NOTICE CONCESSIONAL REGISTRATION

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

JDCQ President

2021 MAC'S BRIDGE *Sports & Classic Car Festival*



SUNDAY 23RD MAY 2021

Qld Rifle Assoc Belmont Range
1485 Old Cleveland Road, Belmont

(see reverse for location map and directions)

E Type 60th Anniversary Display

Macs Bridge 2021 with assistance from JDCQ will celebrate this milestone for the E Type with a major display, up to 60 of these iconic cars built between 1961 and 1974.

FURTHER INQUIRIES

Geoff Johnson: 0413 734 977

Murray Clark: murrayclark1@bigpond.com.au

Mike Kelly: 0407 158 887

Mike Taylor: 0418 983 098

ENTRANCE FEES

Display Car: **\$15.00**

Visitors (including parking): **\$10.00 per car**

Children under 12: **FREE**



Photo credit: Scott Nelson of TPR Media



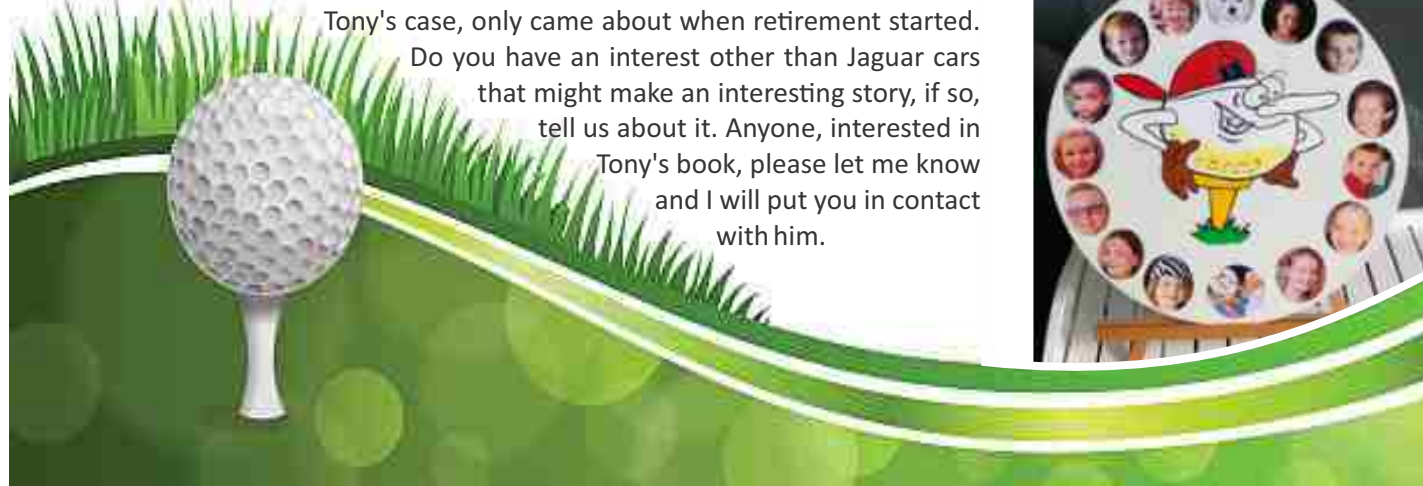
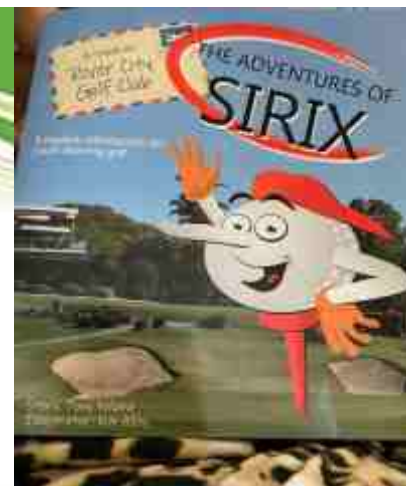
Or visit: **TSOAQ.org.au** and click on the Macleans Bridge page just under the logo.

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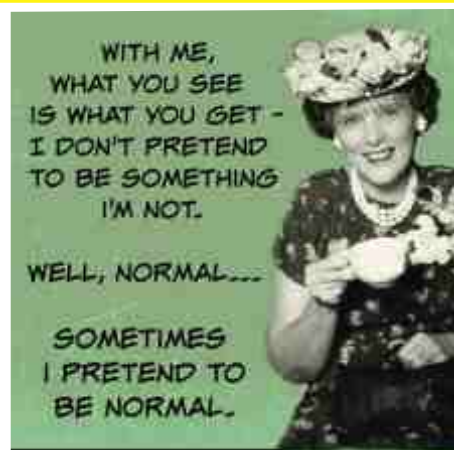
WHAT DOES A JAGUAR OWNER DO WHEN HE IS RETIRED

When you own a Jaguar car and belong to a Jag club, it isn't necessarily the only thing you have going on in your life. When club member, Tony Pollard, retired he looked for something to fill in the time he suddenly had loads of. Tony, who, as well as being a Jaguar enthusiast, is also a keen golfer and Grandad to several grandchildren and he decided to combine a couple of these things and came up with SIRIX. Sirix is a wonderful children's book, written by Tony, which uses a golf ball named Sirix to help teach children how to play golf. The book is beautifully illustrated by Kim Allen and the wonderful characters were inspired by Tony's grandchildren. I worked in childcare for thirty years and have ten grandchildren and two great grandchildren, so I am a great lover of children's books and just love this one from Tony. My reason for telling you about Tony's book is that we see various members at events all the time, and our focus is on Jaguar cars, but we forget the people we are talking to have other interests, that perhaps, as in Tony's case, only came about when retirement started.

Do you have an interest other than Jaguar cars that might make an interesting story, if so, tell us about it. Anyone, interested in Tony's book, please let me know and I will put you in contact with him.



Let's have a Laugh



Every year the Paul Skilleter Award is presented for the best publication article, the following article by Steve Weeks is the winning article for 2021. Congratulations to Steve.

Adelaide F1 Grand Prix and Jaguars

by Steve Weeks - JDCDSA



It occurred to me recently that I should put pen to paper and document the early days of our Grand Prix's and how Jaguars were a part of it, including some of the events that caused me to be swept up into those glamour days. After all, it is a bit of history and should be recorded as best as my memory allows, so here goes!!!

The Ecurie Ecosse C Type

Back in the early days of the Adelaide Grand Prix, I was President of the JDCSA and at about the same time JRA (Jaguar Rover Australia) appointed a new State Manager, a man called Ron Tunnell Jones (to be known as RTJ).

I decided to introduce myself to ensure that our club continued to receive support from JRA as it had in the past. I found him to be a great person, but he had the belief that "old cars don't sell new cars", so I knew that things may be difficult. Luckily, he and his wife Heather, had two young children about the same age as our two, and being from interstate, our two families became friends.

One day Ron and I were having a chat about the coming Grand Prix and the fact that JRA very much wanted to be involved in the "off track events". That year Ron had organised for Sir Stirling Moss to drive the Ecurie Ecosse C Type that belonged to John Blandon. However, John was very involved in the Grand Prix Rally and was concerned that the C Type needed some work.

A few days later, I received a call from John Blandon asking if I would be interested in preparing the C Type for Stirling Moss. After about half-a-second to respond, the car was duly delivered and parked outside my house, on the road with a set of trade plates and a request not to "bend it" or leave it out of my sight. I only had one option, and that was to use it as a daily drive to and from work where I could park it outside my office. It drew quite some attention as it had the original racing exhaust system, which was rather loud.

On one occasion, I drove past the then Darlington Police Station and was further up the road when a police car pulled me over on the main South Road. They took quite some time to go over the car and eventually, becoming impatient, I asked them to please "just book me if you're going to". They replied, "no mate we're not going to book you, our Sergeant saw you go past and told us to stop you so that he could look at the car". Well a quick drive with the Sergeant in the passenger seat resolved that issue.

One last humorous event with this car occurred on the weekend before the Grand Prix. The car was ready to go mechanically, it was painted in Ecurie Ecosse blue with a light grey interior and it was looking in need of some interior detailing.

It was then that a long-standing member of the club, Ron Ozianski, asked if he could come up to help with the C Type. He had the job of applying some grey leather shoe polish to the seats and dashboard and after a while he said, "I've run out, where's the next tin of polish". There was none, so a quick phone call to the local supermarket revealed that they had some in stock, so I said to Ron, let's take the C Type.

Now I live at the top of a hill in a suburb called Marino and I have a rather steep driveway, and it's the week before the

(Val Weeks in the Ecurie Ecosse C-Type. The team had 3 race-cars, identified from each other by the number of stripes across the bonnet. This C-Type has one stripe and was known as lance-corporal. The other two were known as corporal and sergeant.)



Grand Prix.

As we were driving down my driveway a car went past very slowly. Unbeknownst to us, driving it was the President of the Canadian Jaguar Club with his wife and some friends. They were over for the Grand Prix and just exploring Adelaide that day. The conversation in their car apparently went something like", (wife to husband) "there's two guys in a C Type leaving a house back there". The husbands reply was "don't be stupid, there's only two in Australia (the other was owned by Lindsay Fox and was in Queensland at that time), and you're not going to see one in the outer regions of Adelaide". The wife insisted that he reverse back (otherwise, as she later told us it would be one of those mysteries in life), so this hire car reversed back and cut us off as we were coming down the driveway. Now Ron and I were not trying to set him up, we just tried to answer his questions, but the conversation (innocently) went something like this.

The Canadian "Hi guys where are you going?"



Us "we are going to the supermarket to get some shoe polish before they close"

The Canadian "Say that again"

The Canadian "you're going in this; do you know what this is?"

Us "yes it's an old Jaguar"

By now Ron and I knew that he was a Jag person, so we hammed it up

Us "yes it's an old car, bit rattly and hasn't even got a roof, so luckily it's not raining"

The Canadian "but it's an Ecurie Ecosse C Type"

Our reply was "what's that?"

To which we burst out laughing and told him the story. They joined us on the front porch for coffee and after many photos went their way. He sent me a copy of his clubs' magazine, where he told the story to his members.

Two D-Types

The following year I wasn't involved much with the Grand Prix as JRA used two D Types for the off-track events. If I remember correctly, they belonged to Keith Berryman and Ian Cummins, so the cars were in great shape, had their owners with them, and not needing any work.

However, the following year was very different.

XJ13 Arrives

Another meeting with RTJ after the Grand Prix and the conversation went something like, so what can we do for next year after the C and D Types. Ron mentioned a car called an XJ13 that Jaguar had built to race at Le Mans and that JRA were going to try and get the car over here. As I left, my thoughts were "good luck".



It was apparently contemplated to build a second XJ13 for Ecurie Ecosse who had a great deal of success racing Jaguar C-Types & D-Type's. Ecurie Ecosse are now building their own replica's

About a week later RTJ phoned me to say that JRA had secured the XJ13 to come to Adelaide, but with many conditions, including:

- a huge insurance policy
- it had to come with its own driver (an engineer called George Mason who built the car)
- it could only fly on British Airways, and
- it had to be on the same plane as George as personal baggage.

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Also, because it had been in a Museum for some time, it would require some repairs, especially if it was to do the Climb to the Eagle (and take the Premier at the time, John Bannon). The question was asked "Interested?" My reply was, "if I must".

This started a few rather whirlwind weeks of living with the XJ13. It was to be garaged in a Customs shed at the Adelaide Airport, and my first job when it arrived, was to meet the car as it was lowered from a jumbo jet and get water and petrol into the car. However, it was decided to trailer the car to its new home (due to the rules imposed, not by Jaguar but by the British Heritage Trust).

It was here that I first met George and his wife Celia (who also came with the car). His first words were "do you have a hammer?" My reply was "what for?" It was then that George told me that a customs officer had tried to open the doors but had turned the door handles up (they pull out horizontally) causing the handles to break and bend the aluminum doors. My reply was "I hope you don't want me to hit the XJ13 with a hammer?" To which he said "yep".

It was then that I found out that the XJ13 was only to be referred to as "The Car".

George then told me that there were many people coming to Grand Prix who may be wanting to see the car, and "do you have a suitable garage?" My answer was no, especially seeing the ground clearance of the car. So, it was decided that the car should stay at the airport in the Customs shed. I then arranged to take a swag to the shed and sleep there to get it ready. However, the area went onto alarm overnight, so I simply got there early and left late.



It took a few days to replace old fuel, brake and water lines. Also, a bit of panel-beating and spray painting. I was lucky enough to find someone who could colour match the paint and put it into a spray can which made it a lot easier.

One problem was the broken door handles. In the end I found someone with a pantograph machine. This basically can cut a profile from an original, and so I got some 1/8" 316 stainless steel and made a few sets of handles. However, vanity got the better of me, so I couldn't resist engraving my initials under each handle. I often wonder if it still has those handles on it today. (I still have the original handles at home to this day and must bring them to a club meeting as they may be of interest to members). We then began some rather interesting events and it's amazing how the best laid plans can go astray. Apparently one of the conditions of the car coming over here was that it had to be trailered to all events, other than performing laps around the circuit and doing "The Climb to The Eagle".

XJ13 to Rundle Mall

The Adelaide Lord Mayor of the day, Steve Condous had heard of the car and wanted to present the keys to the City of Adelaide to the XJ13. This was to happen in Rundle Mall at lunch time on a Friday.

So, we started the car at the Airport (the first time I had heard it), when a magnificent fully enclosed trailer arrived complete with a carpeted floor. This was the first hitch. The XJ13 had at least 500 bhp (claimed) and was only about 50mm off the ground, so it immediately spun its wheels and threw the carpet under its boot which in turn lifted the car's rear wheels off the bottom of the trailer.

When we got to Rundle Mall, with the rear wheels in the air with no traction, there was no way that the XJ13 would move, so we took it to Ezio's (the local Ferrari garage) where the trailer was demolished and we used a forklift to get the car out.

George declared that the car would be driven from here on in. This caused quite some concern as it was as loud as the formula one cars of the day. Also, it couldn't legally drive on the streets of Adelaide.

However, a quick phone call to Police Commissioner Hunt (who drove a black series 3 at the time), resulted in 4 police motorcycles, 2 squad cars and a set of number plates. George insisted that he was not going to allow the plates to be fixed to the Car, so someone had to sit in the passenger seat holding the plate above the windscreen. Once again, I found myself saying "well if I must". It was a great experience and event. The garage got the keys, JRA treated us all to lunch, and George drove it back to Adelaide Airport with a police motorcycle escort



Steve in the Custom's shed carrying out repairs to the damaged door on the XJ13

Our route was down Rundle Mall left onto King William St, right into Currie St (past the old Bryson Industries) and then to the Airport. There was one moment driving back along Currie St when some traffic lights went red. George was expecting the Police to drive straight through, but they stopped. George dropped the car back a few gears and dropped the clutch, this was as we were going past an STA bus. The combination of the noise and flames from the exhaust

caused quite some alarm and I always wondered what the result was inside the bus. Who knows, maybe it had to make an unscheduled stop at a nearby public convenience?



The inside of the XJ13 was pure racing car with bare aluminium, no insulation and aluminium radiator pipes running above the passenger floor.



XJ13 - Historic Garage Cocktail Party

Another notable event was the Historic Garage Cocktail Party in Wakefield Street. It was always held on a Thursday evening with a 1,000 people, and it was a black-tie affair.

All was going well until someone asked if the XJ13 could be started and George was only too happy to oblige. Now this was an old building, normally used as an undercover car park, so if you can imagine hundreds of people including the elite of Adelaide (and from around Australia and the world) dressed as if they were at the opera. When the car started, the noise and vibration in the building caused it to "rain" dead pigeons (and their nests) along with debris that must have been there since WW2. Many a champagne glass had to be cleaned, refilled and hairstyle redone!!

While on that night, I had wrangled an invite for my mother. When she disappeared for a while, I went to find her and she said that she had gone to get a cup of tea for a rather shy man standing at the back. When we went over to introduce ourselves the conversation went like - "hi I'm Steve and this is my mother", his reply was "Sir John Surtees". I found this wonderfully talented man to be a very humble and one who was happy to be out of the limelight.

XJ13 - Climb to the Eagle

After that, things happened very quickly. The car was frequently doing demo laps on the race track, and then on Friday of the Grand Prix it did the "Climb to the

Eagle" taking our then Premier John Bannon up to the Eagle on the Hill Hotel. I was a bit miffed when the police told the Premier that there was no need for him to hold the number plate.

I remember that George stopped at the service station before the Toll Gate to fill up and Les Hughes was there to photograph this. Can you imagine the XJ13, with a D Type behind and numerous JRA Jaguars all lined up.

I was to come down to the track in the car that day (complete with rego plate) when a very concerned George came up to me and asked if I would mind changing seats with someone else who wanted the ride. I was only too happy for this (for those interested, the passenger seat was not that comfortable and the aluminium radiator pipes ran above the passenger floor). So, I watched as a man in a naval uniform got into the car, it was an Admiral of the RAN and his ride back was a Sea King Helicopter straight to the track - so it was a good swap.

XJ13 Goes Back Home

The day came when it was all over. RTJ from JRA organised a farewell dinner for George and Celia at the Lord Melbourne Hotel, and the last task for George and I was to drive the car out onto the runway at Adelaide Airport and onto a platform.

There I removed the battery and drained the fluids out of the car in preparation for its return to the UK. If I remember correctly, Ray Smithers followed us in his car so that we could drain the petrol into his Jag.

It was sad saying farewell to the XJ13, but it had been an incredible privilege to have been involved while it was here.

One More Thing of Interest:

George told me that the XJ13 would never have raced as we know it because in his words it created dirty air at the rear and wanted to get airborne above 170mph. So, if development had continued, it would have had a number of aerodynamic changes including a rear wing.

I hope that this has been of some interest to members, they were great days (most probably never to be repeated). I don't know if the car had ever been road registered before, but it happened right here in sleepy little Adelaide.

Steve Weeks (Member No.22)



Well Done Ron

Our Patron Ron Gaudion's article 'Why I joined Ecurie Ecosse', was runner up in the Paul Skilleter Awards 2021. This is a national competition with a great many entries, so a huge achievement. On behalf of your fellow club members, well done Ron.



JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg, Maryborough and Hervey Bay

GRACIE'S DAY OUT TO BUNDABERG

(As told by the Lady herself, Gracie) WRITTEN BY ROBYN BOCK

It is Monday and I am quite surprised that Arthur is getting me ready to go out again; after all, I took Arthur and Robyn into Maryborough yesterday to meet with the other Jaguars at Queens Park. But there is definitely something happening as Robyn is polishing my woodwork and cleaning my upholstery while Arthur is cleaning out my boot. Hmmnnnnnn..... It's just after lunch and Arthur drives me out, heading towards town. No, we are not going to town, we're heading North?! We stop for fuel at Torbanlea and then keep heading North. My word, it is an extremely hot day today, and both Arthur and I are feeling it greatly.

Hello, in Bundaberg, we pull into that nice young man's house whose Wedding we did last year on the river (what fun that was!) and Arthur cleans all the road dust off me and gives me a lovely shine. Arthur's back now wearing a suit..... must be another Wedding, but he's forgotten to put the Ribbon on and where is the big lovely Satin Bow for my boot?



Next stop is at another house.....wait, I recognise these people: they are **Peter and Mary Sanders**, fellow **Jaguarphiles** (mind you, I can hardly remember their Jaguar as they seem to prefer to bring other cars on the monthly outings, including a funny little car who only speaks French, would you believe!) A young man comes over to admire me, his name is **Matthew** and he is all dressed up; I'm still not sure what is going on but it looks as though it's something important, Aha, here's **Caitlyn** (**Mary and Peter's daughter**) looking positively stunning in a pale gold beautifully embroidered dress which compliments my colours perfectly; clever and a very gorgeous girl is Caitlyn!

I've just noticed Arthur is now wearing a Chauffeur's Cap and from all the chatting I realise that this event is the **Bundaberg State High School Formal**. I've not done a Formal before, so I am quite excited now at what is happening. Lots and lots of photos are taken by both families and then Arthur drives us to the City Hall for more photos. We park near a Stretch Limousine and goodness me, the driver has no jacket, no tie, no cap and is just leaning on the car, smoking!! Caitlyn and Matthew are in the back seat as we head to the venue for the Formal which according to the written directions provided by the school is at the East End Hotel Function Room (previously Krystal's Night Club). For the next 40 minutes we are in a stop-start line of many, many cars, heading towards a huge crowd of people; I'm feeling a little nervous now, this is a very big event obviously, much bigger than a wedding!

There is a lot of noise and fumes from just behind us and it is from a V8 Ford whose driver keeps the revs up for the whole 40 minutes; you can imagine I am so relieved that he is not in front of us! Instead, in front is an EK Holden presenting itself very nicely in original condition, but in front of him is a Corvette without its Targa Roof. Mind you, it looks a tight fit in that car.



Do you know it appears that anything goes as next up the line is a 4WD Ute with a young couple standing in the back hanging onto the Sports Bar! Oh look, ahead of them is a Grand Sulky with a very majestic looking horse who is behaving impeccably amongst all these assorted vehicles, and thankfully dressed for the occasion so that no deposits are left on the road for us to negotiate (Arthur refers to it as a really large poop scoop..... truly Arthur, language!). At last we are at the concourse and it is my turn to pull up at the Red Carpet (which reminds me of the **Red Carpet so often used for Royal Functions in England**) and Caitlyn and Matthew alight amongst lots of camera flashes, people crowding around and lots and lots of fuss. There they go to join all the other young couples for what is a memorable occasion indeed. **(I know I'll never forget this my FIRST FORMAL!)** I take Arthur back to Peter and Mary's place where he has coffee and a chat about it all, and, whew, I catch my breath. Then we head South and this time I know where we are going: home, where Robyn is waiting to hear all about it (she has phoned just a few times!) and where I can get a good night's sleep in my garage under my very comforting cover!

(SUBMITTED BY GRACIE'S FAMILY, ARTHUR AND ROBYN BOCK)

*At this point I would like to say a very big **THANK YOU to Arthur**. Arthur located this story, which was written by Robyn many years ago, after her passing in 2020. For those of you who are unaware Arthur bought this beautiful Mark V from Paul Mittelheuser quite a few years ago. Mary Sanders who was mentioned in this article was an active Committee Member of the Wide Bay Burnett Register for several years and also passed away at too young an age.*

OUTING TO BUNDABERG – 21ST MARCH 2021

written and photos by Gaylean McLean

There appeared to be a fair amount of excitement as we all arrived at our first destination which was the Bundaberg Brewed Drinks. This Tourist Attraction in Bundaberg has recently been revamped and I was very impressed with the outcome.



Once again, it was out with our Mobile Phones and logging in to use our QR Codes (which I must say we did with expertise), which was a necessity before we could enter. Our first stop was to the Tasting Bar where we were served by a very delightful young lady who explained with great efficiency the ins and outs of making Bundaberg Brewed Drinks. I can tell you now that if these drinks had been alcoholic, we would have all staggered out with great difficulty.

SEE WHAT I MEAN!! – YES, WE TASTED ALL OF THESE – SOME LOVELY FLAVOURS – MY FAVOURITE BEING GUAVA

Once the tasting component of our tour was completed, we were each handed a cardboard container in which to collect six Bundaberg Brewed Drinks of our choice and then we wandered leisurely through the remainder of the Factory which was extremely interesting. It was quite difficult trying to decide which Brewed Drinks to select to take home with us – Decisions, Decisions, Decisions!!!! It appeared to me that the favourite choice of drink was the Bundaberg Ginger Beer which I feel has always been a hit. This Bundaberg Experience was enjoyed by all and I gave it a ten out of ten.





DIANNE LOOKING VERY, VERY HAPPY



**BEVIN LOOKING EXTREMELY
PLEASED WITH HIS SELECTION**



**WHICH ONE DO YOU THINK WE SHOULD
SELECT DEAR?**



**DEEP CONCENTRATION
IS REQUIRED RE THAT QR CODE!!!**



NOW IT'S TIME FOR THAT LONG-AWAITED CHAT!!!!



It was a very quick drive to Neilsen Beach where we had a very refreshing coffee from the Surf Club Café which was then followed by our meeting.

Raffle Draw

Our winner this month was a very happy Arthur Bock who seemed to be extremely pleased with his win which was a Gift Voucher. Sandy was also very pleased to win the Scratchie.



BOTH ARTHUR AND SANDY EXTREMELY PLEASED WITH THEIR WIN

Our lunch was held at 'The Bargara Golf Club' which was very busy as always. For a few of us this was a stressful moment as our requirement of entry for this Restaurant was to enter your 'Check in Qld' Code – **where was Anna when I needed her!!** I do have to admit though, that the staff were extremely patient and very helpful – they probably thought stupid old fuddy-duddies who don't know what they are doing but it certainly didn't come across as that – Thank Goodness!! Boy, times have certainly changed and not for the better!! Lunch was very enjoyable but because of the amount of people in attendance it did get rather noisy.



'THE FOUR AMIGOS'



BEVIN AND LEE LOOKING VERY

OUTING TO TORBANLEA AND TOOGOOM – 18TH APRIL 2021

written and photos by Gaylean McLean

There was a brisk breeze a blowing when Bob and I left Bundaberg to travel to Torbanlea, but thankfully by the time we reached 'Bamboo Land' the sun was shining brightly, and the cool breeze had subsided.

On arrival at 'Bamboo Land' it was great to see an excellent number of members in attendance. A few members had never been there before and were quite surprised by the serenity and beauty of this Parkland, which is surrounded by, of course, bamboo, a stunning array of plants and many timber animal carvings which are scattered around the park and which all adds up to convey a very natural and peaceful surrounds.



BEVIN AND DAVE WITH THAT FRIENDLY GORILLA AND GAYLENE WITH THE SUSPICIOUS ELEPHANT!!



Raffle Draw

Robert Pearce was our surprised winner this month and his quick remark was '**About Time**'. He was very lucky to win a Voucher from the JDCQ which entitles him to purchase either a Shirt, Cap or Hat. Margie was the Runner Up winner of a Scratchie and she was thrilled to bits when she scratched it and found that she had won \$2.00 – It doesn't take much to please us these days, does it?



**A BIG
CONGRATULATIONS
TO YOU BOTH**



There was an **Award Presentation** at our meeting on Sunday. Arthur Bock presented the **New Member of the Year Award** to **Brian Foster**. A very huge **CONGRATULATIONS Brian** – we all appreciate your huge contribution to the Monthly Newsletter and the JDCQ Magazine with your wonderful Excerpts.



A HUGE CONGRATULATIONS BRIAN



DAWN LOOKING LOVELY WITH THAT CHEEKY GORILLA

After lots of chatting and members strolling along in different directions around the parklands it was time to travel in convoy to my favourite destination of Toogoom. The seaside village of Toogoom is just a 15-minute drive from Hervey Bay, which boasts incredible fishing and boating plus Goody's On The Beach Restaurant which is located right on the water and is the perfect place to just relax, which is exactly what we all did. As always, the meals were delicious, but the staff did appear to be a little harassed from time to time.



JDCQ Mk2 Burlings with Robin Todd

A couple of days ago, there was great excitement in the household of the Todds of Yangan because a long held plan almost came together. I had been reading the latest issue of Les Hughes really excellent magazine when I espied a paragraph about Jaguar D Type XKD526 likely to come onto the market again soon. As everybody knows XKD526 is the ex Anderson/Pitt car that our late Patron Bill Pitt drove so successfully in the 50s before he moved into the 3.4 compact Sedan [nee Mk1] that led to an Australian Touring Car Championship in 1961. Valerie had also been reading about a \$80 Million Powerlotto thingo prize that was about to be drawn. She said wouldn't it be wonderful to win that much money but what would you spend it on? I said I had just the thing that would probably take care of about half of it.

I explained to her again my emotional attachment to that particular car and how my brother had given me a publication by Motor Magazine with great detail about the 1954 Le Mans 24 hour race and even though the newly released Jaguar "D" Type didn't win against the might of the big red Ferrari they had performed magnificently. He had also taken me to the 1956 Australian Grand Prix held that year on some back roads behind the Gold Coast [now so swallowed up by housing and business development that they are almost waterfront] which was won by Lex Davison in his HWM Jaguar. See the Jaguar connection developing. So now we move on a wee bit and I'm on my way to the bus home from school if I remember rightly, when I wander slowly past the Westco Motors Showroom in Charlotte Street [only a small deviation from the most direct route] because it gave me a chance to gaze in the window at those lovely Jaguars, and there it was a British Racing Green Jaguar "D" Type. So that became a regular detour and dispute with Mum [Mum & Dad had moved back to Brisbane for a short while before they moved on again] about how I could be so late home for dinner when the bus was due at least an hour ago. Anyhow one day when I was standing there [by now inside the showroom] a very nice salesman by the name of Bill Pitt wandered over and asked me if I would like to have a sit in the car. I'm not sure how and if I answered him, most likely just went all garbled, but there I was sitting in one of the best "D" Types ever made. That of course is my opinion after sitting in just one and possibly could be corrected by our Patron, Ron Gaudion, who has slightly more knowledge than me about "D" Types after working on them in the factory and in the racing pits at places like Le Mans. That very nice man Mr Pitt stayed there for ages talking to the wide eyed lad for what seemed like ever about the car and what it was like to drive and race.

And so back to the main story. Valerie suggested that I should probably not just leave it down in the shed with the other cars as every time we got another dust storm the car would receive another top dressing of soil from all the nearby ploughed fields. I pointed out that there was no intention on leaving the car down in the shed and that I thought it would be best kept in the lounge room if we shifted just a bit of furniture, however even though the car was not very big or tall she might need a higher cushion on the lounge chair to be able to see the TV.

That decided we jumped into the car to head to town to purchase the winning Powerlotto ticket when not one but two black cats ran across the road in front of us, now could you ever have a better omen about the certainty of our project than that

With everything now in place it was just a matter of sitting around and waiting. Valerie was a bit anxious so eventually on the Thursday night I accessed our steam powered computer thing and lo and behold those ridiculous riggers of every game [including the Rugby League State of Origin] fudged the system once again and gave the prize to two people in NSW. Two, mind you as if it is not enough to give it to one of their people.

Next morning after a short period of severe depression I re-powered the computer so that I could at least look at some photos of what might have been. Now that the scales had fallen from my eyes it was clear that all was not well and the years had sadly mistreated our car. After a modification to provide a hardtop so that it could race as a GT, it had been rebuilt at a workshop in NSW and surfaced with a fin. It was not a shark nor a Le Mans winner so it shouldn't have had a fin if we are talking authenticity. However after listening to Bill's tales about what could happen coming over the last hump at Bathurst when the car was well off the ground maybe a fin and wings could have been fitted. Keith Berryman had it for many years [even with the fin] and bought up one year for the "Speed on Tweed" and it looked magnificent. I didn't get to talk to Keith but has a bit of a chat to Mr.s B.

The next series of photos has it in the UK where all sorts of dreadful things happened. One photo shows a full width windscreen. Another shows the front brake ducts have disappeared [and yes I know they were not there originally but were fitted, cut or whatever in the Anderson/Pitt days] and therefore part of the ultimate configuration of the car.

So there we have it. The poor car had been so butchered and stripped of so much of its authenticity that I now didn't want it -so there.

There was another "D" Type for sale and it was XKD510 which was rebuilt from wrecked bits and modelled on our car when it was in for one of its rebuilds but even though Bib Stillwell bought it to race in the US of A it wasn't THE car.

Here I have to squeeze in an addendum. All that remained of this article was to proof read and send it off to the Editor June- but- in an act of complete stupidity of not looking what I was doing I managed to fall off the rear ramp onto the concrete below while I should have been cooking the steak. And no I hadn't been drinking just not watching what I was doing. Valerie found me sitting on the concrete wondering what I was doing there !!!! No problem just a knee that didn't want to be a knee and a shoulder that didn't want to be anything plus a bit of red stuff for effect. As an attention seeker it was a beauty but I may not use it again too soon. So no proof reading until this morning and a quick check on a few facts. Oops there is a black "D" Type for sale in the UK at Classic Trader that looks a bit familiar, you know, no fin, no full width windscreen and front brake ducts, wrong colour but the BRG often looked black in certain light. They don't show its XKD number but in amongst the accompanying photos are some taken at Lowood and Bathurst of NCN-040 being driven by Bill Pitt. Looks like its back to deep Depression

We have held our second "Country Luncheon" for the year. It was at the Railway Hotel, Allora which was of course the last day of the wearing of masks. Everybody seemed to take advantage of a practice run of what it would be like to not have

to not wear a mask by engaging deep and meaningful discussions about everything and nothing. We all seemed to enjoy the occasion as it was , I Think 4.15 pm before we left to head home. Too easy I don't know why people worry about these little things. All was well.

Keep well one and all
Hope to see you one and all early in 2021.

Robin Todd

JDCQ Classic Monocoque Register Calendar for 2021

The calendar for 2020 is over for the year that was so lets hope for a better 2021 and more chances to meet for a chat.

As usual the arrangements will be to meet at the venue at 11.30am for 12 Noon on the second Wednesday of each month from February to November. Buy off the menu for your own meals and drinks

Wednesday 12th May
Royal Hotel, Leyburn.

Wednesday 9th June
Bull And Barley, Cambooya.

Wednesday 14th July
Sandy Creek Pub, Allan, Warwick

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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JDCQ Gold Coast Register

Brunch at Greenday Restaurant

photos by Robin Kup-Ferroth



JDCQ Gold Coast Register

Trip to Kalba

photos by Robin Kup-Ferroth



The All-American Hero and Jaguar's Racing E-types

GB31: The All-American Hero and Jaguar's Racing E-types by Phillip Bingham. This book was first published in May 2020 by Porter Press International Ltd.

Here for the first time, is the colourful story of team owner and racing driver Briggs Cunningham, the adventures he and his big-name drivers had racing Jaguar's E-types, and the paths that brought the American millionaire and the British car maker together.

After chasing the dream of an all-American victory at Le Mans, Briggs Cunningham's team established an Anglo-American alliance with Jaguar – and with help from some of the finest racing drivers of the day, this influenced development of one of the greatest sports cars of all time.

If you would like to reserve this book give your Librarian Ray Hodges a call on 3820 7681 or email: library@jagqld.org.au Enquires for our mail order service to Queensland Regional Register members welcomed. For the latest material go to our Facebook page. For other books, service manuals, magazines 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 JDCQ Club Members,

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

Kevin & Phillippa Flockhart
Lindsay O'Brien & Julliette Lovett
Des & Dianne Jones
Ron & Carmel Donges
Mick Taylor
Jay Bingle

Christian & Jan Langton
Graeme & Anne Evans
Jack Dore
Gordon & Lesley Brown
Christopher Long

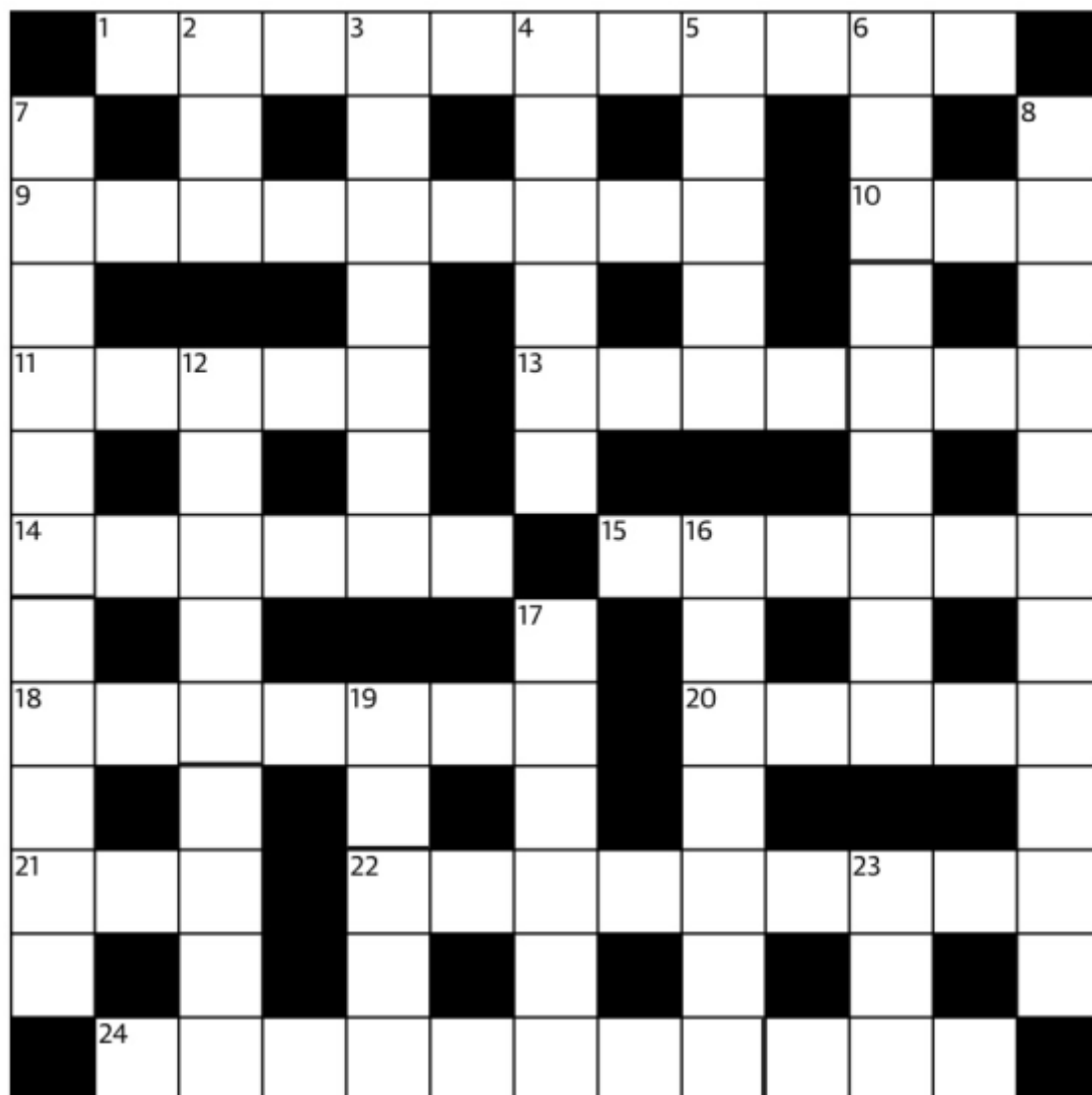


Just a reminder. As a JDCQ member, you are always welcome to attend any register or model event (please go to: jagqld.org.au and click on calendar). Due to Covid-19 and restricted numbers, you may be placed on a waiting list.

The Club currently has 462 members which includes 18 Life Members.

Stu
membership@jagqld.org.au

CROSSWORD



Across

- 1 Noticeable (11)
- 9 Strip on a guitar – ref Bardot (anag) (9)
- 10 Tiny (3)
- 11 Cause to move forward (5)
- 13 Sling your hook! (4,3)
- 14 Join the army? (6)
- 15 Cask for liquids, butter, salt or fish (6)
- 18 Operation to shift people and supplies with planes or helicopters (7)
- 20 Grade of a Bachelor's degree (5)
- 21 Pedal digit (3)
- 22 Powerful tractor with a blade in front (9)
- 24 Biblical figure who returns, having repented of former extravagant behaviour (8,3)

Down

- 2 Wrath (3)
- 3 Morsels of party food (7)
- 4 Out of condition (6)
- 5 South-west Spanish port (5)
- 6 Big Apple native (3,6)
- 7 Work's do (6,5)
- 8 Not thorough (11)
- 12 Arctic animal (5,4)
- 16 One who does not recognise your god (7)
- 17 German POW camp (6)
- 19 Between the sheets (2,3)
- 23 Where wild animals are housed (3)

Old cars

I was asked by a club member why I was writing about “modern model” X300 Jaguars rather than older models. My reply is simple in that the X300 is already old as the earliest ones were 27 years old (1994) and the latest were 24 years old (1997). When I joined the JDCQ around 1984 MK2 Jags. were around 17 to 25 years old and what a classic they became.

I think the X300 will become a classic as it is a relatively straight forward car with a robust 6-cylinder engine which seems to last forever with very little maintenance. I know of local cases where the engine has exceeded 500,000 ks with no problems.

The later V8 engine cars have a major problem with timing chains and anecdotal evidence from the USA is that these chains and chain guides will fail at about 100,000 miles or 160,000 ks with catastrophic results to the engine. My 1998 X308 was on the verge of failure at 170,000 ks when we did the major timing chain job I mentioned in previous articles.

X300 Engine problems resolved

In the last issue of this magazine, I mentioned that I have acquired another X300 from the estate of an acquaintance who had passed away 3 years ago. However, the engine was rough at idle and lacked power. This was due to two cylinders being extremely low on compression only having 90 to 100 PSI on the compression gauges which should have been 160 PSI as on the other cylinders.

My retired mechanic mate Lindsay said we should “rip the head off and do a valve job” to set it right. However, I had heard rumours about problems in the AJ16 engine fitted to this car in that it would carbon up the valves and valve guides if only driven around town and not on the highway. Aaron Goldman from Classic and Prestige Auto Services in Geebung had told me that the best thing you could do to one of these engines when running rough was to take it out on a highway and give it a good workout.

I also found a Jaguar factory service bulletin number 03-1-10 which follows in part;

“Some 1995-97 MY XJR vehicles within the above VIN range (which included my car) may experience intermittent poor idle. The condition can be caused by a build-up of carbon deposits on the exhaust valves and stems. The deposits cause the valve stem to become sticky, which may result in the valves failing to seat fully. The condition is most likely to occur on vehicles which are frequently driven at low speed, such as in towns or cities. Highway driving can then cause the condition to clear up significantly as carbon deposits are removed. When the vehicle is again driven at low

speed for prolonged periods, the condition can occur again as carbon deposits build up again”.

With this in mind I put in some upper cylinder lubricant (actually about twice the recommended normal amount) and proceeded to my test track which is the Petrie to Daybro road where the 100-k section starts at Whiteside and ends near the Daybro dump opposite which is a picnic area where a turnaround can be done safely. The round trip is approximately 40 ks. The first run there and back did not produce a great result. On the second run I had held the gearbox back to lower gears in the J gate holding 3000 to 4000 RPM at 100 ks/hr and at the end of this second run the engine was running well and now idling smoothly I then did a second compression check and all cylinders were now even at 160 psi.

That was a great result but here was still a problem where the engine would give an intermittent miss under load when going up hills. It sounded like an ignition problem.

With that in mind we had a look at the size of spark being produced by each individual coil associated with each spark plug. Four of the coils were producing a spark which would happily jump a 12 mm gap but two were flat out jumping a 4 mm gap.

I obtained two new coils overnight and these were fitted and another sortie up the Daybro test track proved that the engine was now developing full power and not missing under load. Just as I was swinging off the test tack onto my local road it suddenly dropped down to 5 cylinders! What now, and lots of 4 letter curse words at the car as I limped home and shoved it into the shed and went to raid the beer fridge.

Next day I methodically checked each spark plug coil and found one completely dead. You couldn't believe it. So, four more new coils were ordered and duly fitted. When you have had to replace 3 coils you may as well do the lot as the remainder are highly suspect.

A couple of days later Honor and I drove it to a monocoque lunch at Allora and the engine ran well for the 400-k round trip with a fuel consumption of 9litres/100 ks or approximately 30 miles/gallon.

Rejuvenating the paint.

The paint on this X300 was in very good order however it had suffered some “water marking” in the clear finish caused by being left in the open under a car cover for a long period of time. Apparently, this is caused by trapped water being heated up under the cover and effectively scalding the top of the clear paint which left a whitish “blush” over sections of the boot, upper turret and engine bonnet.

I was showing Barry Challenor this problem while at the Allora lunch and he came up with a couple of suggestions. Barry is a retired paint and panel expert who used to compete in concours events and his cars are always immaculate. When Barry advises I listen! He suggested cutting the surface of the clear with a 3M Trizact 3000 6-inch(150mm) diameter orbital sander disc to get rid of the "blush" followed by buffing with Fereca G3 cutting compound. He emphasised the need to keep the Trizact cutter well lubricated with water preferable with a hose continuously trickling on the surface.

I purchased a couple of Trizact 3000 discs from a local car paint supplier and they are not cheap at nearly \$10 each. I also googled Trizact and found a lot of information in videos on correct methods of using the discs.

So far, I have done the boot lid and am extremely happy with the results. I have started on the engine bonnet but am taking it very carefully as there are numbers of compound curves particularly towards the front but so far most of the blush towards the rear has been eliminated.

It certainly does pay to listen to the experts.
Until next issue – Safe Jaguaring



SUNDAY
June 13th

HELL TOWN HOT RODS
1009 Old Bruce Highway, Kybong, Gympie.
Lunch and Live 'Rock 'n' Roll' music.

MEET there for 10.30am sit down.
Outside venue and being start of winter
you may need warm clothes.

BOOKINGS a MUST by 6th June
To Book email
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HELL TOWN HOTRODS

Sunday 16th May 2021

Rotary 
Club of Toowoomba North



8:00 am to 2:30 pm

AEROTEC HANGAR Spitfire Street
TOOWOOMBA CITY AERODROME

Exhibitors: \$10 per vehicle (from 7:30 am)

Public: Adults \$15, Children 12 and under FREE,

Family: \$40 (2 adults & teenagers)

FOOD, DRINKS, JUMPING CASTLE, FACE PAINTING

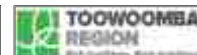
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David Hack Classic
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March Run to Brouhaha Maleny

Organised by Joe and Margaret Day

A glorious Autumn Day saw 25 members and the Morgan Club President Clive Boyle greet each other at Landsborough before following Joe and Margaret on a picturesque drive through Peachester, Booroobin and Reesville to Maleny. We seemed to have a stunning range of cars—especially the shiny red and cobalt blue cars which would have made any car lover's eyes fill with joy. The convoy amazingly didn't lose anyone and all ditches were skilfully missed as we climbed in and out and round and about so that we had time to stop at Howells Knob Lookout for a magnificent rural view towards the Conondale Range.

Members keenly sampled the brewery's beer on arrival before enjoying our pre-ordered lunches, ably guided by Margaret. Most of all we attend for the chatter and company of fellow members which was there in abundance this event.



Colin and Lyn Pickering found the tasting tray a delightful way to sample a selection of the brews available at Brouhaha.



Our thanks to Joe and Margaret for organising a fun day.



A beautiful example of a 4.2 XK.



I have it on good authority from owner Peter Lehrke that the number plate stands for **F**antastically **F**ast **F**-type (or similar).

March Run to Brouhaha Maleny (cont.)



This beautiful example of an AXK150 enjoying being the subject of much adoration.



It was a beautiful day to have the top down to enjoy our Queensland weather.



The March event was shared with the President of the Morgan Club,
Thank you Joe and Marg Day for organising this event for us. The bonhomie of our members ensures we always have a good time, doesn't it?

JDCQ Modern Compact Register

April Lunch

by June Whitehouse



On Saturday 24th May 21 club members from a few registers gathered at the Bottletree Pub in Glamorgan Vale. Our first visit to the Bottletree was for a Darling Downs Register Poker Run, that Terry and I organized in June 2019, and shortly after Terry decided to hold the Modern Compact Register lunches there, in all that time we have never been disappointed. The food there is always terrific and the owners, Frank & Anita, and their staff are the friendliest you will find anywhere. On Saturday it was Marie's birthday, and Frank tried to persuade her to have one of their cocktails, on the house, but Marie compromised and had her usual glass of wine with a pink umbrella in it. I made sure this time that I got some photos and when I asked Anita to pose for a photo, she clowned around pulling a face, not realizing it was for the magazine, never mind, good photo so it still goes in, Anita then did a selfie, with my phone and I then managed to catch Frank behind the bar. There is no way you will ever leave the Bottletree feeling hungry, the meals are huge. We usually get a great mix of members and have a good chat and a laugh. If you are in the area give the Bottletree a try, or join one of Terry's Modern Compact lunches, we would be pleased to see you and there is always a warm welcome at the Bottletree.

JDCQ Darling Downs Register

by Terry Whitehouse

Darling Downs Annual History Run this year to Roy Emmerson Museum Blackbutt.

On April 11th the Darling Downs Register had their annual history run. This year it was organized by Bruce and Jeanine and was a great day out. Morning tea was a BYO at the Muntapa Railway Tunnel at Cooyar. The convoy then travelled through Cooyar to Yarraman via the Palms Road and gathered at Blackbutt to visit the Roy Emmerson Museum and Nukku Siding. We had lunch at the Bunya Nut Café in the main street of Blackbutt, it was a delightful venue with delicious food and very friendly staff. Our thanks to Bruce and Jeanine for organizing the event and to Kay for organizing the raffle.





Peninsula Jag Engine Centre



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VIN SAJAC04M9EPU29534

Odometer 88,000 Km

Carnelian red,

SmartKote surface treatment, beige interior 18 inch Veloy alloy wheels

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Front and rear park aid and rear camera, sat nav, cruise control, blue tooth

Full service history with Jaguar Australia and Online Service History Garaged night and day since new.

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Price: \$29,900

Contact: Ross Jackson

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Price: \$15,000 ONO

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Four x 15 inch x 6 inch chrome bolt on chrome wheels, fair condition.

Also 4 x steel wheels to suit Jaguar MKII / Daimler. Price: \$800 the lot

Contact: Lindsay O'Brien

Mob: 0412 777 707

Location: Moffat Beach Caloundra



Jaguar Borg Warner Auto Gearbox

Removed from Jaguar XJ123 speed Torque converter

2 piece drive shaft

Mounting plates and sprung cotton reel

Price: \$200

Contact: Perry Rolton

Mob: 0421 062 961

Email: rolton1@bigpond.com

Location: Pickup or delivery available in SE Qld



Quad carbs set-up of 4 x Stromberg CD175 with intake manifolds for V12

Includes the linkage between the carbs and the exhaust heat shields.

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Has been in dry storage for years
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Contact: Bill McMonagle

Mob: 0418 647 981

Location: Pine Rivers Area

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Does not need to be concours, but a good reliable car that has been used frequently for club runs would be ideal.

Contact: Marcus Upton

Mob: 0499 280 430

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- 1 Pr Front brake hoses (metric) XJ S2,3 \$50pr
- 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 Front Caliper seal kit (metric) XJ S2,3 \$16
- 1 Rear Caliper seal kit (metric) XJ S2,3 \$10
- 1 Trip reset cable XJ S2,3 \$10
- 1 Second hand Ignition Amp Kit S3 XJ6 \$25
- 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 340 \$22
- 1 By pass hose 240/340 \$20
- 2 Heater hoses tap to manifold XJ6 S3 \$15ea
- 2 Long choke hoses XJ6 S2 \$15ea
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- 1 S/Hand Repeater Lens & Seal XJ S3 \$5

**Any Questions Just Ask
Sandy 0402 029 906**

**Contact: Sandy
Mob: 0402 029 906
Location: Brisbane**

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Chassis Cars

Lloyd Andersen 3294 8960



SS, MkIV, MkV



XK120, XK140, XK150



C-type, D-type



MkVII, MkVIII, MkIX

Classic Monocoque

Bill McMonagle 3882 0903

Robin Todd 4664 8509 randvtodd@bigpond.com



Mk1, MkII, 240, 340, Daimler V8



S-type



420 Compact



Mk10, 420G, DS420

E type & F type

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

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ABN: 31 195 910 938

PO. Box 3513, South Brisbane, Queensland, 4101

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

Details of Jaguars Owned

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

For more Jaguar details, photocopy and use reverse side

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

\$105+ \$50 Joining Fee = \$155 - Includes Qld Jaguar Driver Magazine

Pro rata Membership (If after 1 December) (1st December 2020 – 30th June 2021):

\$55 + \$50 Joining Fee = \$105 – Includes Qld Jaguar Driver Magazine

Membership Expiry is the 30th of June 2021 with renewals due on 1st of July 2021.

		Total Payment Made	\$
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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.

SUNCORP BANK: JDCQ BSB: 484799 ACCOUNT NO: 02 456 7129

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

<u>Office Use Only</u>	
Entered in Database	
Membership No:	
Welcome Letter	
Current Magazine	
Badges Ordered	
Badges Given/Sent	
Regional and Model Register Advised	



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