

Queensland

JAGUAR

Driver

January - February 2023



Official Journal of the Jaguar Drivers' Club of Queensland
Print Post Publication Number 100023288 \$10.00

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Queensland Jaguar Driver January - February 2023

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



Editors Notes

Happy New Year!

What a great start to the new year with perfect weather all around!

We have plenty of content in this edition to keep you occupied until the events start to kick-off again.

There were plenty of Christmas festivities on the way with all registers. The Darling Downs Register held a Show and Shine event.

Paul Lucas shares his pilgrimage experience to the famous Bathurst 1000 in October.

Roy Hodges has provided an updated Library Catalog for perusal.

This and much more can be found in this edition.

In personal news, I've managed to get the XJ6 running again after discovering that the fuel pump filter was full of rust. Looks like the Jag already has plans for me this year and I better keep my weekends open!

Thanks and see you next time,
David Eberhard

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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

Next Jaguar Driver Magazine.

Deadlines for
Closing Date for Contributions 7th February 2023
Classifieds Deadline 5th February 2023

Life Members

Margaret Rowse	Ron & May Gaudion	Graham Hein	Loy Latimer
John & Monica Tupicoff	Peter & Michelle Drew	Colin Galley	Robin & Valerie Todd
Len & Joan Henderson	Ray & Gwen Howlett	Di Cooper	Peter Lehrke
Lloyd & Lorraine Andersen	Tom & Irene Ross	Barry & Joy Cooper	

Printed by Allprint 2/77 Gawain Road Bracken Ridge Qld 4017 Shop Phone 07 3261 4035

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

JANUARY

Thursday 26th	Brisbane & Darling Downs	Australia Day Picnic RSVP Joy Cooper by 18/1/2023 See Flyer
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FEBRUARY

Sunday 5th	Brisbane	Theatre - Hamilton the Musical Sorry, fully booked
Tuesday 14th	Brisbane	Register Annual Meeting 7.30pm New venue; details to be emailed
Sunday 26th	E&F Type	A Day in the Country

MARCH

Monday 6th	Brisbane	Mid-morning Visit Merv & Lyn Jackson's shed RSVP Joy Cooper by 26/2/2023
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Members are encouraged to attend any events in any of the registers. Please refer to the JDCQ website for details of calendar events.

DISCLAIMER

In regard to products, services and/or procedures which are either advertised or mentioned in the editorial content of this magazine, members should determine for themselves the reliability and/or suitability for their own particular requirements. Advertisers must ensure at all times that the products and or services represented are suitable for the intended use and for the nominated vehicles. Their representatives, outlets or agents must be similarly directed to sell, fit or offer products or services that are suited to the intended use. The Jaguar Drivers' Club of Queensland Inc. cannot accept responsibility for any product or service statements made herein, and the opinions or comments from any contributors are not necessarily those of the club, its committee, its members or the Editor. **Photos from media outlets are copyright or have restricted use Contact editor for further information**

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

Jaguar Today

President Di Cooper



Hello fellow Jaguar Lovers,
All our Xmas Celebrations are now behind us and I welcome 2023.

We have 2 new Life Memberships - Paul & Josie Mittelheuser and Jim & Maureen Reid.
My congratulations to you all.

Most of us will be attending Australia Day Celebrations as our first Club outings.
The Gold Coast Register will be having ours at John & Marilyn Porters and I hope you all enjoy the day as much as I know we will enjoy ours.

Most of your hard working Register Committees are organising their calendars for the year and I hope Members will be able to enjoy many outings. Remember you can attend any outings from the other Registers, it makes an excuse to dust off the cobwebs and give your "Cats" a good run, plus it is always good to meet up with fellow Members.

If any of you are going to the National Rally in the Barossa Valley this year I am assured by the South Australian Club you are in for a great time. Having done the trip with Terry to Adelaide and then the Barossa Valley, I will always remember both trips as some of the best rallies we attended.

Hope to see more of you this year.

Happy Motoring,
Di Cooper
President J.D.C.Q.

JDCQ Brisbane Register



BRISBANE REGISTER

Christmas 2022



The 2022 Christmas party at the Bellbowrie Hotel gathered 63 Jag Club Brisbane members for a great lunch, lots of prizes and a chance to catch up with old friends.

Best table name went to the "Santa Claws" for creativity especially as they all made jaguar claws with their hands to illustrate their wordplay. Mark Munro won best dressed for his Christmas hat and for keeping it on all day. Sandy Milner won most popular aendee for the most requests to be seated with her.

Ray Hodges entertained us with quesons from "100 years of Jaguar" with an upset win by The Jolly Holly team.

Many members were acknowledged for their long loyalty to the club with badges for 10, 20 30 and even 40 years awarded. A much deserved Life Membership award was given to Jim and Maureen Reid. Jim quipped that he spent years giving them out to other people.

Lloyd Andersen took out the prize for Best Performance in a leading role and naturally Lorraine Andersen was a shoe in for Best Supporting Role. Best and Fairest was a popular win by Joy Cooper.

It was a fun day out with generous food and drink. 2022 went so fast it should be given a speeding cket but we had a lovely end to the year and we move forward to 2023. Best wishes and merry Christmas to all.



JDCQ Brisbane Register



I would like to wish all Brisbane Register members a happy and safe Xmas and New Year.

I hope to see many of you at our upcoming events, notably Australia Day at Marburg on January 26, our Brisbane Register A.G.M. (venue and date being arranged), and the postponed 'Day in the Country' on February 26. Finally, a big thankyou to the Brisbane Committee and all others who helped with our events in 2022.

Lloyd

Brisbane Register Chairman





This year city meets country in a joint Australia Day Drive Out including Darling Downs and Brisbane Registers. Chris and Carol Lok's beautiful Marburg property will be our destination.

BYO lunch and drinks.



BBQ onsite.

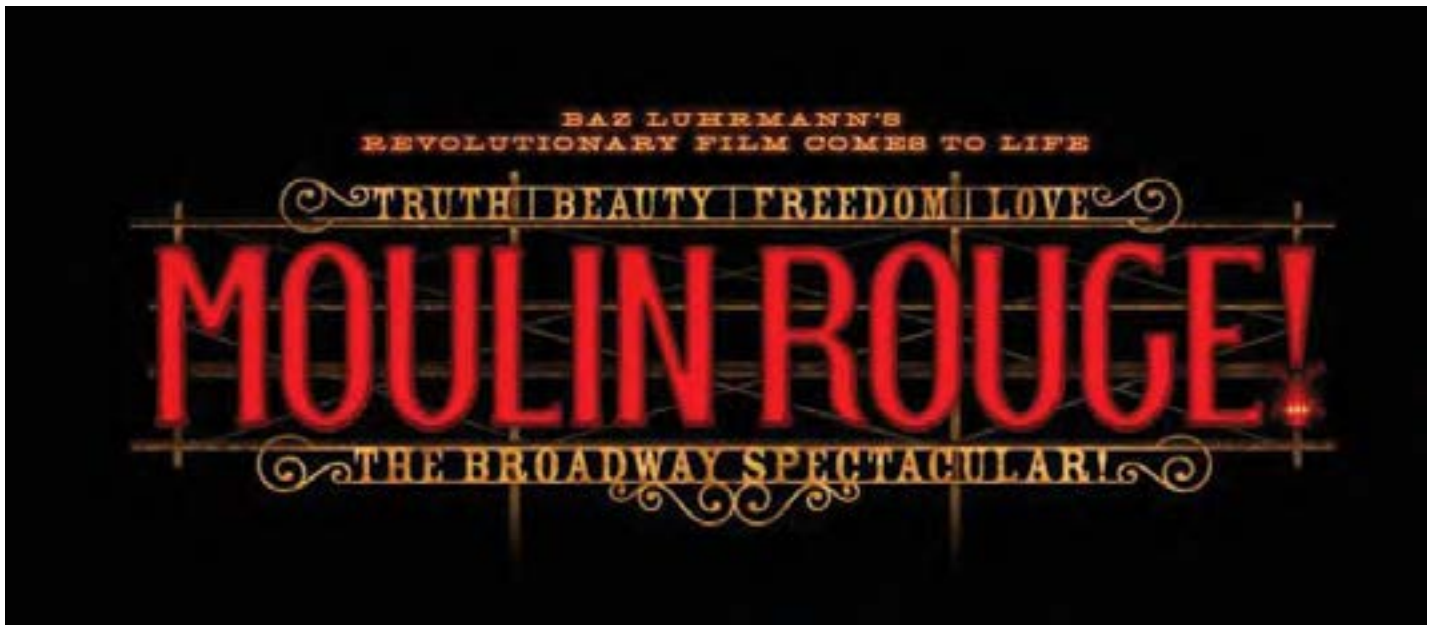
**381 Haigslea Malabar
Rd, Marburg.**

A scenic drive of about 90
mins, 100km from Brisbane.

RSVP by 18 January

joy.cooper@cooperandson.com.au





Tuesday, 7pm. 30 May 2023 QPAC

RSVP 30 March 2023

Cost \$139 saving \$30

Please email Jeanette Lind

jeanettelind@bigpond.net.au

Pay Brisbane Register BSB 484799 ACC 506117953



JDCQ Brisbane Register

JDCQ Brisbane Register Membership Anniversary Badges 2022

Members Jenny & Neil Summerson, Ron & Lesley Rumble and Ian & Jeanette Lind were present at the party to accept their new badges.

40 years

Ken & Janet WALTERS

Len & Joan HENDERSON

Peter & Michelle DREW

Ted GRIEVE

30 years

BILL & Mary KENNEDY

Ian & Jeanette LIND

20 years

Martin & Eileen NEWAY

David & Roslyn JOHNSON

Bruce & Astrid RAINES

Ron & Lesley RUMBLE

Jenny & Neil SUMMERSON

10 years

John & Barbara WILLIAMS



Life Members

The club's greatest honour was bestowed upon Jim and Maureen Reid who are now proud members of the black badge brigade.

The 2022 Life Members have been in the club for over 20 years and have both served on the JDCQ commitee. Jim accepted the role of president for a few years and Maureen served as Secretary and Regalia Officer.

Congratulaons and thanks to both.



JDCQ Darling Downs Register

CHRISTMAS SHOW AND SHINE LUNCH

Today, Sunday 11th December, over forty people gathered at the Grand Old Crow Pub in Crows Nest, for the Darling Downs annual Show and Shine. We had sixteen beautiful Jaguars on display, in the sunshine, but not all could win a prize. The winners were as follows: Sports Category, tie for 1st place Mick & Val McAliffe XKX150 and Lloyd & Lorraine Andersen E Type.

Pre X Category, 1st Richard & Pat Gill Mk 4, 2nd Rob & Marg Cruikshank Mk2, 3rd Peter & Brenda Shields Mk1. XJ – XJ40 Category, 1st Mark & Helen Thompson XJ40, 2nd Alan & Marie Buller XJ6 S2, 3rd (tie) Ron & Kara Formella XJ6, Stafford & Sharonlee Mortensen XJ12. Modern Category, 1st Bruce & Jeanine Dascombe XF, 2nd Perry & Helen Rolton S Type, 3rd Chris & Carole Lok S Type. Well done to all winners.

The Darling Downs Register Members of the Year, went to Bruce & Jeanine Dascombe, and was well deserved. Brett Hammond was presented with his 10 year badge, congratulations Brett.

There were three Badges of Merit awarded, one to Helen Rolton, awarded by JDCQ Management Committee, for her hard work as Regalia Officer. Marie Buller and June Whitehouse were awarded their Badges of Merit for their, behind the scenes work, connected to Darling Downs events. We only had one child attend today, Issac Hammond, he received his Santa gift, which looked suspiciously like a football, but may have been a book.

Kieran's daughter, Cady, did a great job, again this year, on the Slide Show, looking back at the year of events. Thank you, Cady.

Everyone was asked to bring baby photos, and we all had fun trying to guess who the baby was, once identity was revealed, that person gave a little information on location of photo etc, it is really interesting to find out these snippets from member's and discover about their lives away from the club. Also joining us today were, Ian & Lyle Kirkegarrrd, from Glen Appin. Their son, Sean, who lives in London, contacted the JDCQ to ask if we could do something to help celebrate his Dad's 80th birthday, as he had always been a keen Jaguar enthusiast. Terry and I picked up Ian & Lyle from their Toowoomba hotel, this morning, and they spent the day with us talking all things Jaguar, and joining in with our raffle, winning a prize, and also winning our door prize, which was donated by Wippell's Jaguar Toowoomba. They certainly seemed to enjoy the day. Thank you to all who attended, and to Kieran for organising the event and creating, the winner's certificates. Thanks also to those who helped or donated towards the raffle. It was a really good day.



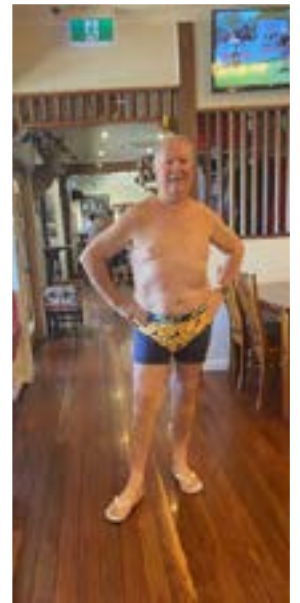
JDCQ Darling Downs Register

MODERN COMPACT REGISTER CHRISTMAS LUNCH

On Saturday the Modern Compact Register met at the Bottle Tree Pub, Glamorgan Vale, for their Christmas lunch. The lunch was well attended, with about thirty members from several different registers, with some members attending for the first time.

Everyone seemed to have a good time, lots of laughter and chatter going on. The Mother of the Landlady suggested I get one of our chaps to model the swimwear, ie 'budgie smugglers' that are sold at the pub. All of our male attendees were asked if they would like to take on this modelling job and all but one declined. Our brave 'man of the day' was Kingsley, the ladies gave him a huge round of applause and we thank him for his 'have a go' attitude and giving us all a good laugh, in the name of fun.

There were two door prizes on offer, a red wine and a white wine, the lucky recipients were Patrice, and Barry. Thank you to all those who attended and made it a great day.



“Lycra Loonies” Clive Arnold 2013

In the street of a thousand cyclists
'Neath the tyranny of the pedal,
Think of the long-suffering motorist
And give the poor bastard a medal.

He's confronted by lycra-clad loonies
For whom the rules of the road are a joke,
But if he dares to raise an objection
He's dismissed as a motorised bloke.

Though they pay no taxes or rego'
They behave like kings of the way,
So you're often trailing a peloton
Which completely ruins your day.

But if you see the aforementioned cyclists,
Though their appearance might give rise to mirth,
It's prudent to play it for safety
And to give them a very wide berth.



JAGUAR NATIONAL RALLY

April 14 - 18, 2023



PROGRAM OUTLINE

FRIDAY - 14

1.00pm - 4.00pm Registration

The Haus Restaurant, Walnut Room.
Check-in, collect your rally bag and pre-ordered regalia.

6.00pm. Welcome Cocktail Evening

The Haus Restaurant

SATURDAY - 15

Optional Local Tours/Events

Selection required at time of registration, some options require payment with registration. Full details below to enable you to select the options of your choice when you register.

Evening Meal

Your choice - An opportunity for you to explore the local restaurants.

Check the vouchers in your rally bag for some options and suggestions.

SUNDAY - 16

National Jaguar Rally Display Day

The National Motor Museum, Shannon Street, Birdwood SA.
On-site catering, plus local cafes and restaurants in the main street.

6.00pm. Gala Dinner and Presentations

Adelaide Hills Convention Centre
145A Mount Barker Road Hahndorf

MONDAY—17

Optional Local Tours/Events

6.00pm - Farewell Dinner
Haus Restaurant.

TUESDAY - 18

Optional state organised tours to get you home safe and sound.

WELCOME

The Jaguar drivers Club of South Australia will be celebrating its 50th Anniversary in 2023. We are delighted to be able to incorporate the Jaguar National Rally 2023 into our celebrations. Our aim is to provide a very casual and affordable event where Jaguar club members from across Australia can come together and enjoy a relaxed occasion catching up with old friends, making new friends and celebrating the cars we love.



The Rally will be located in Hahndorf, in the Adelaide Hills, South Australia. Hahndorf, is classified as Australia's oldest surviving German settlement. People of all cultures and ages enjoy its charm and hospitality. There is so much to see and do in the surrounding beautiful Adelaide Hills.

There will be no officially organised traditional **Post Rally Tour**. However we are encouraging each state to organise their own "Pre and/or Post Rally Tour" over a few days, either on the way to the rally or on the way home or maybe both. We anticipate that a local coordinator in your state will assist in this aspect of organisation. **Please contact your club for more information.**

During the course of the four days of the rally there will be a number of **Optional Local Tours/Events** on the Saturday and the Monday. At registration you will have the opportunity to select the tours/events of your choice. Some of the tours will require payment at the time of registration, others will be simply on a pay as you go basis.

The Rally Base will be located at the **Haus Conference and Events Centre**, incorporating, The Manna Haus and The Haus Restaurant. Located at 38a Main Street, Hahndorf, SA.

ACCOMMODATION OPTIONS

1. The Manna Haus

70 rooms of various configurations have been reserved with a two tier tariff of \$149 or \$179 per/night for 2 people, depending on your choice of room. Rooms will be held until 28th February 2023. Please contact The Manna Haus, to book your accommodation direct.

Ph. (08) 8388 1000 or book on-line using the **CODE:**

2. The Adelaide Hills Convention Centre

16 additional rooms have been reserved with a tariff of \$179 per/night. for two people. Located at 145A Mount Barker Road Hahndorf. Just a few kilometres from rally base. Rooms will be held until 28th February 2023.

Please contact The Adelaide Hills Convention Centre to book your accommodation direct. Ph. 1300 919 830

3. Alternate Accommodation if you wish

Hahndorf offers a huge range of alternate accommodation for those who wish to make their own accommodation arrangements.

CONTACT: For any questions or addition information please contact the
Jaguar Rally Director: Philip Prior Email: philipprior@bigpond.com

JDCQ Gold Coast Register supplied by Robin Kup-Ferroth



JDCQ Mackay Whitsunday Register

Christmas Party 2022



What a wonderful feast was put on by our hosts, Paul and Maree. Turkey, Ham, Roast Veg and all the trimmings cooked to perfection. I am sure we would all love to dine at this restaurant again.

All other nibbles and desserts were also devoured with gusto.

Badge of Merit were awarded to Maree and Paul O'Grady, Warwick McAllister and Tonny Wolzak

We have had a busier year this year. Welcomed new members and caught up with other registers for their special celebrations and other events.



Looking forward to catching up at our Australia Day Celebrations.

Merry Christmas and Happy New Year to All.



BBQ from 4.00pm (16.00hrs)
We'll be putting lamb on the BBQ
Please come along and bring a plate.
Anything Aussie, Mini Pies, Sausage rolls,
Salads, Lamingtons, etc.
Andy's and Sarah's place
38 Ian Wood Drive, Dolphin Heads.
RSVP: 21/01/2023
Ph:0427671011 or 0417431072



JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg, Maryborough and Hervey Bay

2022 Christmas Run to Mundubbera..

A beautiful sunny morning greeted us all for our bi-annual combined Christmas run with the Capricornia Register to Mundubbera. Some of the northern members came down of Friday to stay two nights. Members met up on Saturday and went to the Christmas Market being held in town. Toni and I arrived later on the Saturday after Toni finished work in Gympie. The party was well underway by the time we arrived! Toni sought out the ladies and I found myself talking and looking at Jags.

Dinner was held at the Motel, our hosts putting on a great meal and dessert.

Arthur then gave out the Presidents awards for the year: A special 30 year plaque was presented to the Capricornia Register (which was accepted by John Large and Steve Williams) from the Wide Bay Burnett Register (pic below). Then the highlight of the evening was the presentation of their long awaited and well deserved "Life Membership Badges" to both Paul and Josie Mittelheuser. Paul and Josie were unable to attend so we arranged for this Presentation to occur by Face Time, once I found the wifi password! (this is Paul and Josie at home in Hervey Bay on my phone). The other awards were: Dennis Cahill was awarded New Member of The Year, Peter Carlson was awarded "Dedication to the WBB Register", Arthur Bock was presented with his 20 Year Membership Badge and Bob and Gaylene McLean were awarded JDCQ Badges of Merit.

After this the raffles were drawn and won, and the Secret Santa was drawn as well.

We were then entertained by our hosts with a mini guitar concert, which was well appreciated by everyone.

After a good sleep, a hearty brekkie was served we then said our goodbyes and headed for home.



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Membership News with Stu Gross

Hello JDCQ Members,

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

Laurence Peppin (Mackay)
Mark & Louise Pettit (BNE)
Barry Bromley (WBB)
John & Kym Lee Lewes (DD)
Janine Reeson (GC)
Richard & Louise Blundell (SC)
John & Marie Green (GC)

Cheers,

Stu
membership@jagqld.org.au



Library News with the Club Librarian Ray Hodges

The JDCQ Queensland Library has the following list of books, workshop manuals and DVD's. JDCQ members may borrow them free of charge for a month (\$5.00 deposit required). Queensland Regional Register members and those who find it difficult to attend Brisbane or Gold Coast General Meetings can enquire about our mail order service which operates on a user pay basis.

A small cross section of books & DVDs are available at the Brisbane & Gold Coast meetings (about 7-10). If members require a particular book, DVD etc. please submit a request to borrow via our web site or contact the Librarian by phone: 3820 7681 or email: library@jagqld.org.au and if available you will be able to collect it at the next meeting.

If you see a new book or DVD that would be of interest to Club members, please let the Librarian know as the Committee is always interested in expanding the library with quality books and DVD's. The library is also happy to receive donations of material to share with other members.

Lists of current material in the library are printed each year in the January - February issues of Queensland JAGUAR Driver. Regular updates to the lists are also posted to our web site at www.jagqld.org.au. Log on, go to the library and search for the material, then click on "Request this Book, DVD or Manual". Notification of new material can also be found on our club Facebook page.



Brooklands Books

These books have been compiled as a handy reference work of material from the publishers of Autocar, Motor, Practical Motorist and other world leading motoring journals covering road tests and other stories.

Number	Title	Compiled By
BB01	Jaguar (SS) Cars 1937 - 1947	R. M. Clarke
BB02	Jaguar & SS Cars 1931 - 1951	R. M. Clarke
BB04	Jaguar Mk 2 1959 - 1969	R. M. Clarke
BB05	Daimler SP250 Sports V8 250 Saloon 1959 - 1969	R. M. Clarke
BB06	Jaguar Cars 1961 - 1964	R. M. Clarke
BB07	Jaguar XKE Collection No.1 1961 - 1974	R. M. Clarke
BB08	Jaguar XJ6 Series II 1973 - 1979	R. M. Clarke
BB09	Jaguar XJ6 & XJ12 1979 - 1985	R. M. Clarke
BB11	Jaguar XJS 1975 - 1988	R. M. Clarke
BB12	Jaguar E-Type 1961 - 1971	R. M. Clarke
BB13	Jaguar XK 120, 140 & 150 1948 - 1960	R. M. Clarke
BB14	Jaguar XJ6 1973 - 1980	R. M. Clarke
BB16	Jaguar Sports Cars (XK150) 1957 - 1960	R. M. Clarke
BB17	Jaguar Cars 1951 - 1953	R. M. Clarke
BB18	Jaguar E-Type 1966 - 1971	R. M. Clarke
BB19	Jaguar XJ6 1968 - 1972	R. M. Clarke
BB20	Jaguar E-type 1971 - 1975	R. M. Clarke
BB21	Jaguar XJ12 1972 - 1980	R. M. Clarke
BB22	Jaguar XJS 1975 - 1980	R. M. Clarke

Jaguar Books

Number	Title	Author
GB001	Jaguar C-type, D-type & Lightweight E-type Register	Paul Skilleter
GB002	Saving Jaguar	John Egan
GB003	Jaguar New XK 2005-2014 The Essential Buyer's Guide	Nigel Thorley
GB004	You & Your Jaguar XK/XKR	Nigel Thorley
GB005	Jaguar Under The Southern Cross	Les Hughes
GB006	The Jaguar XK in Australia	Elmgreen & McGrath
GB007	Jaguar Sports Cars	Paul Skilleter
GB008	Jaguar - All the Cars (4th Edition)	Nigel Thorley

GB009	Jaguar - The History of a Great British Car	Andrew Whyte
GB010	The World's Fastest E-type Jaguar - The Quest for the Record	Phil Shephard
GB011	Jaguar XJ-S The Complete Story	James Taylor
GB012	Jaguar XK DIY Restoration & Maintenance	Bob Exelby
GB013	Jaguar - Illustrated Motor Car Legends	Roy Bacon
GB014	Climax in Coventry	Walter Hassan & G. Robson
GB015	Jaguar A Biography	Lord Montagu of Beaulieu
GB016	Jaguar E-type Six Cylinder Originality Guide	Dr's Haddock & Mueller
GB017	E-type Jaguar Restoration Manual	David Barzilay
GB018	Jaguar XJR-9 Owners Workshop Manual 1985 - 1992	Michael Cotton
GB019	The Definitive Guide to Jaguar Saloons Bookazine	Kelsey Publishing
GB020	Factory-Original Jaguar MK1 & MK2	Nigel Thorley
GB021	Classic Engines, Modern Fuel - The Problems, The Solutions	Paul Ireland
GB022	XKD 603 'Through the Lens of Time' The Journey of a D-type Jaguar	Clive Beecham
GB023	Daimler Days Vol 3	Brian E. Smith
GB024	Jaguar Century	Giles Chapman
GB025	Jaguar from the Shop Floor 1949 - 1978	Brian James Martin
GB026	Jaguar in Motor Sport	Paul Sander
GB027	Jaguar XK150 Explored	Bernard Viart
GB028	TWR's Le Mans - Winning Jaguars	John Starkey
GB029	Jaguar - An Illustrated History of the World's Most Elegant Car	Roger Hicks
GB030	Jaguar/Daimler XJ6 Restoration	Gordon Wright
GB031	The All-American Hero and Jaguar's Racing E-types	Phillip Bingham
GB032	Electric Cars - The expert Q & A guide	Peter Henshaw
GB033	Jaguar E-Type The Definitive History (First Edition)	Philip Porter
GB034	The Definitive Guide to the Jaguar E-Type	Sam Skelton
GB035	Max Hoffman - Million Dollar Middleman	Myles Kornblatt
GB036	Jaguar XK8 The Authorised Biography (First Edition w/o XKR)	Philip Porter
GB037	Original Jaguar E-type	Malcolm McKay
GB038	Jaguar - 7th Edition	Lord Montagu of Beaulieu
GB039	The Jaguar XK140 in the Southern Hemisphere	Elmgreen & McGrath
GB043	Famous Marques of Britain	Jonathon Wood
GB047	Sir William Lyons (The Official Biography)	Philip Porter & Paul Skilleter
GB057	Jaguar - The Classic Marque - Distinguishing Coachwork Features	Steve Kennedy
GB058	Jaguar - History of a Classic Marque	Philip Porter
GB066	Jaguar XJ6 Series 1, 2, & 3 - Haynes Restoration Manual	Dave Pollard
GB067	The Rise of Jaguar 1928 - 1950	Barrie Price
GB069	Jaguar Saloon Cars - 1st Edition	Paul Skilleter
GB072	Jaguar The Engineering Story	Jeff Daniels
GB073	How to Build & Power Tune SU Carburettors	Des Hammill
GB075	Race & Trackday Driving Techniques	David Hornsey
GB077	How to Power Tune Jaguar XK 3.4, 3.8 & 4.2 Engines	Des Hammill
GB079	Collectors Originality Guide: Jaguar E-Type (3rd Edition)	Philip Porter
GB080	Jaguar XK 140 / 150 in Detail	Anders Clausager
GB082	Jaguar Speed & Style (3rd Edition)	Martin Buckley
GB084	The Jaguar XK120 in the Southern Hemisphere	Elmgreen & McGrath
GB086	You & Your Jaguar XJ40	Nigel Thorley
GB087	Norman Dewis of Jaguar: developing the legend	Paul Skilleter
GB088	Ecurie Ecosse	Eric Dymock
GB089	Cat Out of the Bag! (Limited Edition No. 267 of 500)	Peter Wilson
GB092	Jaguar XK - A Celebration of Jaguars 1950's Classic	Nigel Thorley
GB093	E-type Jaguar DIY - Restoration & Maintenance	Chris Rooke
GB094	Jaguar E-type - Portrait of a Design Icon	Glen Smale
GB095	The Encyclopaedia of Classic Cars - 1945 to 1975	Martin Buckley
GB101	All About Jaguar Mascots	Paul Skilleter
GB105	All About The Jaguar E-type	Paul Skilleter Books
GB112	Jaguar Sports Racing & Works Competition Cars to 1953	Andrew Whyte
GB119	Jaguar - The Complete Illustrated History	Philip Porter
GB121	Jaguar Sports Racing Cars (C, D, XKSS, L/W & E-type)	Philip Porter
GB125	Jaguar XK8 The Authorised Biography (Revised - Including XKR)	Philip Porter

GB128	The Goodwood Revival (2008)	Andy Stansfield
GB130	Jaguar E-type: Fifty Years of a Design Icon	Jaguar
GB131	Ultimate E-type - The Competition Cars	Philip Porter
GB132	The Iconic E-type - Celebrating 50 years of the E-type Jaguar	Philip Porter
GB133	Jaguar E-type - The Definitive History (2nd Edition)	Philip Porter
GB134	Jaguar XK140 Explored	Bernard Viart
GB135	Jaguar XK8 & XKR 1996- 2005 The Essential Buyers Guide	Nigel Thorley
GB136	XJ13 The Definitive Story of the Jaguar Le Mans Car	Paul Skilleter
GB137	Jaguar Mark 1 & 2 1955-1969 The Essential Buyers Guide	Nigel Thorley
GB138	Factory-Original Jaguar E-type	Anders Clausager
GB139	Original Jaguar XK - The Restorer's Guide	Philip Porter
GB140	Jaguar/Daimler XJ40 1986-1994 The Essential Buyers Guide	Peter Crespín
GB141	Jaguar/Daimler XJ 1994-2003 The Essential Buyers Guide	Peter Crespín
GB142	Jaguar XJ6, XJ8 & XJR 2003-2009 The Essential Buyers Guide	Nigel Thorley
GB143	Jaguar/Daimler XJ6, XJ12 & Sov. 1968-1992 Essential Buyers Guide	Peter Crespín
GB144	Jaguar XJ-S 1975-1996 The Essential Buyers Guide	Peter Crespín
GB145	Jaguar E-type 3.8 & 4.2 litre The Essential Buyers Guide	Peter Crespín
GB146	Jaguar E-type V12 5.3 litre The Essential Buyers Guide	Peter Crespín
GB147	Jaguar S-type 1999-2007 The Essential Buyers Guide	Nigel Thorley
GB148	Jaguar X-type 2001-2009 The Essential Buyers Guide	Nigel Thorley
GB149	Jaguar XK 120, 140 & 150 1948-1961 The Essential Buyers Guide	Nigel Thorley
GB150	Jaguar XK120 Explored	Bernard Viart
GB151	TWR & Jaguar's XJS	Allan Scott
GB153	The Iconic Jaguar XK	Philip Porter
GB154	Jewels in the Crown	Ray Hutton
GB155	SS & Jaguar Cars	Allan Crouch
GB156	The E-type Club - Driver's Handbook	Philip Porter
GB157	The International XK Club - Driver's Handbook	Philip Porter
GB158	WIN1 - Win Percy Biography	Spike Anderson

Jaguar Workshop Manuals

WM01	Jaguar 3.4 & 3.8 'S' Models Service Manual	
WM02	Jaguar 3.8 Mark 10 Model Service Manual	2nd Edition
WM03	Jaguar 4.2 Mark 10 Service Manual + Info for 420G cars	
WM04	Jaguar E-Type Models 3.8 & 4.2 Series 1 & 2 Service Manual	
WM05	Jaguar Service Manual for All Models 1946 - 1948	
WM06	Owners Workshop Manual 1968-77 Jag/Daimler XJ6 Sov 2.8, 3.4 & 4.2	Kenneth Ball
WM07	SU Fuel Systems	
WM08	Experience in a Book - Help for XJ-S Owners Part 1 & 2	Kirby Palm
WM09	Jaguar 3.5 Mark 7 Operating, Maintenance & Service Handbook	
WM10	Jaguar 6 Cylinder Engine Overhaul 1948 - 1986	Jim Patten
WM11	Jaguar 420 Service Manual	Jaguar
WM13	Spare Parts Catalogue for Jaguar Mark 7 Models	
WM14	Service Manual for Jaguar Auto Transmission - Mark 7 + later models	Borg Warner Corp.
WM15	Spare Parts Catalogue for Jaguar Mark 10 Models	
WM18	Jaguar Service Manual for Mark 7 & XK120 Models	
WM19	Spare Parts Catalogue for Jaguar E-Type Grand Touring Models	
WM20	Spare Parts Catalogue for Jaguar Mark 8 Models	
WM21	Spare Parts Catalogue for Jaguar 420	
WM22	Jaguar XJ-S Driver's Handbook	
WM23	Spare Parts Catalogue for Jaguar 3.4 Models	
WM24	Owners Workshop Manual 1972-88 Jaguar XJ12, XJS & Daimler D/Six	Peter G. Strasman
WM25	Workshop Manual Series No. 77 Jaguar 3.8 & 4.2 E-Type	
WM26	Jaguar Service Manual for Mark 5 - 2.5 & 3.5 Models	
WM27	Jaguar Service Manual for Mark 7, 8 & 9, XK 120, 140 & 150	with Auto Trans 1951 - 1961
WM28	Jaguar Mark 2 Service Manual	Jaguar
WM29	Jaguar Service Manual for Jaguar Series 3 XJ - V6 & V12 Engines	
WM30	Jaguar XJ6 Daimler Sovereign Repair Operation Manual	Jaguar/Daimler
WM32	Jaguar XJ12 Series 2 Daimler Double Six 5.3 Repair Operation Manual	Jaguar/Daimler

WM33	Daimler 2.5L V8 Saloon including V8 250 Service Manual	Daimler
WM34	Owners Workshop Manual 1968-86 Jaguar XJ6 Series 1,2 & 3+Daim S	J. H. Haynes/ P. G. Strasman
WM35	Jaguar Mark 10 Model Service Manual	
WM36	Jaguar Workshop Manual for 2.4, 3.4 Mk 1 & 2, 3.8 Mk2 with Auto Tran	1956 - 61
WM37	Jaguar Service Manual for Daimler 2.5 V8 Saloon Auto Trans Model 35	
WM38	Jaguar XJ6 2.9 - 3.6L Service Manual - Vol 1, 2, 3, 4 & 5	
WM39	Jaguar XJ6 Series 1 Parts Catalog (2.8L & 4.2L)	
WM40	Jaguar V12 Series 3 E-Type Repair Operation Manual	Jaguar
WM41	The Complete Official Jaguar "E" Handbook, Workshop & Tuning Man	Robert Bentley, Inc
WM42	Jaguar Series 3 E-Type (open 2-seater) Parts Catalogue	Jaguar
WM43	Jaguar Series 3 E-Type (2+2 FHC) Parts Catalogue	Jaguar
WM44	Jaguar XJ6 Owner's Workshop Manual	Autobook 799
WM45	Jaguar Mark 1, 2 Owner's Workshop Manual	Autobook 795
WM46	Jaguar E-Type Owner's Workshop Manual	Autobook 758
WM47	Jaguar S Type, 420 Owner's Workshop Manual	Autobook 703
WM48	Jaguar XK120, 140, 150 Mark 7, 8 & 9 Owner's Workshop Manual	Autobook 702
WM49	The Jaguar Mark IV Tool Kit Manual 1945-49	Roger Payne

DVD's

DVD01	Goodwood Revival Meeting 2003	
DVD02	Goodwood Revival Meeting 2004	
DVD03	Goodwood Revival Meeting 2016	
DVD04	JDCWA National Rally 36th	
DVD05	Goodwood Revival Meeting 2008	
DVD06	A Car is Reborn - 1965 Jaguar Series 1 E-Type Roadster	
DVD07	Goodwood Revival Meeting 2009	
DVD08	Jaguar at Le Mans 1954 - 1958	
DVD09	Best of British - Jaguar	
DVD10	Jaguar - The E-type Experience	
DVD11	The Dawn of a new era - James Hardie 1000 - XJS Win John Goss	
DVD12	The Champions Series - Stirling Moss - Jaguar Interview	
DVD13	Marque of a Legend	
DVD14	The Jaguar V12 Archive	
DVD15	The Champions Series - Fangio interviewed by Stirling Moss	
DVD16	Lofty - In his own Words	
DVD17	Jaguars at Le Mans 1954/55 & 1956/57	
DVD18	Jaguars at Le Mans 1958	
DVD19	Jaguar The Birth of the Legend 1929 - 1959	
DVD20	Jaguar D Type at Le Mans 1955 - 56 - 57 (Revised 3/11/19)	
DVD21	Jaguar - The Racing History	
DVD22	Jaguar MK2 - Building a Legend	
DVD23	Goodwood Revival Meeting 2010	
DVD24	The 200 mph Jaguar (XJ220)	
DVD25	Billion Dollars at the Beach (Pebble Beach 2010)	
DVD26	Goodwood Revival Meeting 2011	
DVD27	SENNA No Fear. No Limits. No Equal.	
DVD28	Sideways in a D-type! XKD-505 at the 2002 Goodwood Revival	
DVD29	Jaguars at Noosa Hill Climb 2011, Lakeside 2011 & Nat.Rally 2010	
DVD30	Goodwood Revival Meeting 2012	
DVD31	A Gentleman's Motor Racing Diary - Vol1 1953 - 55	Compiled in 2006
DVD32	A Gentleman's Motor Racing Diary - Vol2 1955 - 57	Compiled in 2006
DVD33	A Gentleman's Motor Racing Diary - Vol3 1958 - 59	Compiled in 2006
DVD34	A Gentleman's Motor Racing Diary - Vol4 1959 - 63	Compiled in 2006
DVD35	A Gentleman's Motor Racing Diary - Vol5 1964 - 73	Compiled in 2006
DVD36	Goodwood Revival Meeting 2013	
DVD37	Goodwood Revival Meeting 2014	
DVD38	Goodwood Revival Meeting 2015	
DVD39	Making of 6 E-type Light Weights (from TV) in 2015	
DVD40	JDCA National Rally 1985 at Wollongong, NSW	

DVD41	OTP - Jaguar E-type Series 1, 2 & 3 1961 - 1974	Jaguar Heritage
DVD42	OTP - Jaguar XK120, 140, 150, C-type, D-type & XK-SS 1948 - 1961	Jaguar Heritage
DVD43	Norman Dewis - A Tribute - In His Own Words	Jaguar Heritage Trust

Jaguar Magazines

Jaguar World	Monthly
Jaguar Enthusiast (Club)	Monthly
XK Gazette (Club)	Monthly
E-type Club	Monthly
Classic Jaguar	Bi-Monthly

Jaguar YouTube Videos

The Library News on this topic in our last magazine omitted contact information for Gary Mikkelsen on mobile 0417029153 or email: gary.mikkelsen@bigpond.com

Gary, Paul Lucas, and I are in the early stages of developing an online Catalog of the videos with links to YouTube from our website so that JDCQ members have easy access to them.

Jaguar YouTube Videos

During my visits to the Gold Coast Register Meetings, I learnt about the great work that Gary Mikkelsen had done in downloading all the YouTube videos he could find that related to Jaguar cars. This is a project he has persisted with over years and is continually updating.

He has amassed some 200 plus videos which include topics such as Jaguar History, Factory Visits, Jaguar Racing, Restoration, most Models including Daimlers, plus Servicing and Workshop Manuals.

Gary has tried to Catalog the videos under general titles over many DVDs, two of which are shown below.

Sect 18 Jaguar XJ Series:

- Disc 1 Reviews & Information
- Disc 2 Reviews & Information
- Disc 3 XJ6, S1, S2 & S3 Service Information

Sect 36 Jaguar Workshop Manuals (many available as pdf's):

- 420 – 420G
- MK 1 to MK X
- XK120 to XK150
- E, F, S & X Type
- XE, XF, XFR
- XJ, XJX350, & XJS



Gary has kindly agreed to make these DVDs available to all members on the basis that user pays postage and returns the DVDs within a month. **These DVDs belong to Gary and are not part of the library.** If you have a particular interest, then I suggest you discuss it with Gary direct on 0417029153 or email: gary.mikkelsen@bigpond.com as he is also willing to provide the information in any format, add to USB sticks, memory cards etc.

If there is interest in these videos, I will work with Gary to organise a Catalog of the DVDs to be printed in our magazine in the new year. Thank you, Gary.

My apologies to my readers for not making the November/December 2022 magazine. I simply missed the deadline. That is the first time in many years. Any way Happy New Year and I hope 2023

There has been a bit fettling on the Jag cars over the last few of months. I have cleared up a lot of odd loose ends and bits and pieces of Jags and assessed what I have and what I want to get rid of.

I did dig out three fairly good spare hubcaps and cleaned them up. One point is that the inside of these hubcaps all had some surface rust which was removed with a wire brush then treated with phosphoric acid (rust remover) before being painted with a metal primer and then a final coat of "metal rust" paint. Once upon a time Jaguar used to paint the insides of hubcaps on mk7s and 8s with a red oxide primer. I suppose the later el cheapo MK1 and MK2 cars did not get the treatment.

I dug all of my SU HD6 carburettor spares from out of their various hiding holes and assessed what I had. To my surprise I ended up rough assembling 6 full carbie body and float chambers but with a couple missing floats and springs. I decided to clean them up as much as possible. The vacuum chambers on the top of the carby were grotty So I got stuck into them with 360 grit paper mounted on my detail sander followed up with 600 grit and the final polish achieved with a polishing buff mounted on a 6-inch (150mm) bench grinder.

The carby bodies were stripped out and spent some time immersed in degreasing fluid. That did not remove all of the baked-on grot and I resorted to lacquer thinners and a stiff brush to get the final grease free finish. When you intend to particle blast the finish you do not want to introduce grease into the blasting chamber as the particles are re-cycled.

A friend had inherited a small particle blasting

chamber along with several drums of blasting grit. We did a test piece with garnet grit which was already in the chambers hopper and decided that was too fierce for alloy. Searching around we discovered a drum of glass bead blasting material and that was substituted and a test piece showed it to be right for the job. It still took a couple of hours to clean up the bodies and float bowls. Note; glass bead blasting is used extensively in the aviation industry

So, at the moment I have assembled the carbies but without diaphragms and am pondering what I will do with them. Incidentally one of them has the full intact "thermo" starting carby.

SU carburettor problem.

I have run across a problem in the SU HD6 carby in that if the car has sat for some time allowing the float chamber to dry out there seems to be a problem when fuel pressure is introduced where the float chamber needle appears to jam and allow the carby to flood and dump fuel overboard via the drain tube which is also the carby float chamber vent.

I have had this happen a couple of times on my MK2 and a friend with an S type also had the same thing. Experienced SU people know that a quick tap on the float chamber will stop this flooding but what is the cause of this jamming?

While playing with the previous bunch of carbies I was rebuilding I managed to reproduce this jamming. It appears that when the float chamber is dry the float drops right to the bottom. This then allows the float needle fork to drop way down, allowing the float needle to drop a long way. When fuel is then introduced the float fork and the needle jam due to the wide angle the float fork is making against the side of the needle.

The solution is relatively simple. Stop the float from going so far down in the chamber. I experimented with this and finally worked out

that if 3/16 of an inch or 5mm of packing such as metal or fibre washers is put on the centre bolt of the float chamber under the float it will stop the fork and needle getting to this 'jamming' angle. This does not in any way impede on the full open flow of the needle.

I believe there is a modified float fork available which stops the float fork from dropping so far. I have not been able to track one down so my basic fix is all I can suggest.

Mk2 door handles (and some butchery discovered)

I have slowly been improving my MK2 chrome in places like bumper bars and overriders and one area I wanted to upgrade was the door handles. These are originally diecast and mine were showing signs of typical corrosion. As re-chroming diecast takes typically 2+ months I started finding another set of door handles so the car would not be out of action. I discovered to my surprise that even though they look the same there is a minute difference between the front and rear door handles on the same side. I could not find a right-hand front handle but dropped the other 3 off to Wizard chrome in Narangba in late-August.

They were finally ready in mid-November and that is when the fun started. Because the re-chroming process includes a massive build-up of copper plating all of the holes for the 10-32 UNF studs had to be carefully cleared initially with a small 3.5mm drill and carefully retapped to locate the previous threads. New studs were manufactured from cut down 10-32 screws as the old studs were badly rusted.

The rear doors were not too difficult as it only required removal of the wood door cappings

and interior door handles and linings for access but I did run into a problem in that the copper build up in the "new" handles caused the door button to stick. I had to take to the inside of these handles with my ancient Dremel to reduce the copper build up.

The left front door was a disaster area. For access the chrome window runner/support had to come out. Someone had butchered the bottom rear support mounting and had also used self-tapping screws to hold the support to the upper part of the door. After much cursing (and some amount of swearing) I was able to get it out. I was able to make a decent repair to the bottom mounting and was able to retap the holes where the self-tapping screws had been with the ubiquitous 10-32 tap and screw it down with the correct 10-32 screws.

I am still sniffing around for a right front door handle. Any leads would be appreciated.

By the way a 10-32 screw is an American thread size where the 10 is a diameter size designator which is actually 3/16 inch and the 32 designates the number of threads per inch. Jaguar went to American nut and bolt patterns SAE (Standard American Engineering) using UNF (unified national fine) and UNC (unified national coarse) with the introduction of the MK7 as the North American market required tools which fitted that market.

Until next issue Safe Jaguaring



PAINT AND PANEL

By Mark Thompson - JDCQ DD

Automotive manufacturing has evolved throughout the years and has incorporated technologies that have improved performance, appearance and longevity. Automotive paint is no exception. Car paint has evolved from short lived lacquers to multi combination resins that produce benefits from different paint types preceding them. In fact the technology has become that complex paint types can almost lose their identity. Paint manufacturers are compelled by governments, manufacturers and customers to produce a product that is environmentally friendly, long lasting and has that wow factor. Colours alone are evolving to the point of becoming unserviceable.

Using the diagram below, regardless of the type of paint, every motor vehicle colour coat is applied over a primer.



Primer acts as the bond between the substrate and the paint. Like top coats, primers have become complex and are really a subject on their own.

After primer, colour is applied that can consist of a solid colour or a clear over a base (clear applied over a colour coat).

Solid colours such as white (old english white) red (signal red), or green (british racing green) are regarded as a single stage colour application, that is they do not require a clear coat. However they can be an acrylic or urethane, the latter requiring a hardener to catalyze the paint causing it to dry and harden. Any paint requiring a hardener is termed a Two pac, it is part A(paint) mixed with part B(hardener).

Modern solid colours are a clear over base. This gives a car a traditional appearance with the benefits of clear coat protection. The coating is also smoother in appearance, than applying a (two pac solid- normally used on only commercial vehicles these days).

Metallic colours are a single stage colour coat over coated with a two pack clear or an acrylic single stage clear depending on when the car was made.

Pearl colours, such as Jaguar's Meribel White take car colours to another level. Paint jobs like these are a combination of multiple layers. They begin with a single stage solid colour followed by a single stage pearl coat followed by a two pack clear. These colours will take on a different hue at different angles and in different light.

All paints are made up of three ingredients: binder, pigment, and a carrier agent. Pigment, or tint, is self-explanatory - it's the colour you see. Binder is often referred to as resin, and it can be helpful to think of it like tree sap, that hardens when exposed to air. And carrier agent refers to the solution that the resin is suspended in. It keeps the binder in liquid form until it is applied, at which time it either evaporates or chemically bonds to the surface of the car. The carrier agent is a solvent such as turps, thinners or even water. The type of resin used produces acrylic, enamel or urethane.

It is important to know what type of paint your car is painted in, especially older Jaguars made before the late 80's, since they would invariably have been at least touched up at some point.

So how do you identify the type of paint? Using some simple test techniques will provide some answers.

You can test a hidden spot on the vehicle using thinners, you could even possibly test an area already allocated for a repaint.

Take a clean white cloth, wet it with lacquer thinner and rub a spot to test the reaction. If the color comes off immediately or the spot starts wrinkling, it shows that the type of paint is enamel. But if the color wipes off onto the white cloth only after vigorous rubbing, it is a sign of lacquer paint. If nothing wipes off onto the cloth, the paint is probably a two pac.

To find out if the finish on your vehicle includes coats of clear paint over its base color, simply sand a hidden spot using 1500 grit sandpaper. A white sanding residue shows that there exists a clear coat finish. A colour residue indicates a solid colour only. If need be, buffing will remove the scratch marks left by the sandpaper (more about this in later articles)

Any two pac paint solid or clear over base will not react to thinners at all.

Once you have identified the colour it's now a question of using a similar paint type or do a full strip and do over. It's important to stick to the same brand from primer to clear as this will avoid compatibility issues. Having said that though you can apply an enamel over acrylic but nothing over enamel

The diagram above is an example of all the coatings applied to a new vehicle painted in a multi layered pearl. The values shown are microns. 1 micron equals one thousandth of a millimetre. To put that in perspective a flake of talc is one micron. The entire thickness of the full coating given their maximum values is 148 microns, a human hair is 70 microns in diameter, give or take 20 microns.

Until the next issue.

Keep it straight and shiny

Mark

My Bathurst Pilgrimage

One of my bucket list items was a trip to Bathurst to watch the Bathurst 1000 at the Mt Panorama circuit. Due to work or family reasons I had never been able to go in previous years. Now with the Covid lockdowns behind us this was to be the year.

I mentioned this to my son-in-law Justin, a keen Ford enthusiast, and he quickly agreed to accompany me and so did his 83 year old father. Justin joked that he would be looking after two old geriatrics (I'll be 75 by the time you read this) at Bathurst.

So on Tuesday 4th of October the 3 of us set off on our journey with my Toyota Prado towing our 17ft Jayco pop-top caravan.

We had previously spent several weekend preparing the Prado for the trip by doing an engine oil and filter change, flushing out the cooling system and replacing the coolant, fitted a transmission oil cooler, and replacing the transmission filter and fluid. To check out the suspension and driveline I had taken it to the experts at Pedders for a brake, steering and suspension check. I also fitted an aftermarket engine temperature alarm.

All went well until we reached Cunninghams Gap on our way to Warwick. As we started to get toward the top of the range the engine and coolant temperatures started to rise, which was to be expected. However they continued to rise. The engine temperature alarm went off, the coolant temp gauge went into the red. Unfortunately by this time the road narrowed to one lane due to rock falls and there was nowhere to stop. As we were near the top we pressed on and coasted down the other side to let the engine cool down.

As we drove into Warwick the engine was running very rough and lacking power. We pulled into a service station to diagnose the problem. No leaks of oil, coolant or any other fluids to be seen anywhere. Checked for water in the oil and oil in the coolant, but no apparent problems there as I thought we may have done a head gasket.

It was time to call out the RACQ and use my top level membership. The young RACQ man was there within minutes and performed similar test



to ours and proceeded with some more detailed diagnostics. After an hour he gave up and said he didn't have the diagnostics tools to take it any further and offered to have the Prado towed back to Brisbane.

We decided that our goal was to get to Bathurst so the best solution was to get a replacement tow vehicle. There was no suitable vehicle available in Warwick however we found that Europcar in Toowoomba, one hour away, had one and we needed to get there before 5pm when they closed. We quickly unhitched the caravan and left it at the service station whilst we headed off to Toowoomba in our crippled Prado.

We were able to hire their last available 4WD vehicle with a tow bar as all the others were out on hire with the mining industry. It turned out to be a Ford Ranger twin cab ute with a tray-back powered by a 4 cylinder turbocharged diesel engine.

Having signed all the necessary paperwork and transferred all our personal gear from the Prado to the Ranger it was time to head back to Warwick to pick up the caravan and continue our journey. The only problem now was what to do with the Prado. No point in taking it back to Warwick so we parked it safely in a Secure parking facility to await our return.

After returning to Warwick with the new vehicle we attached our caravan and headed off to Narrabri, our overnight stop in a motel. Arriving at 1:30am we only had a short time to sleep before we headed off again to our final destination, Mt Panorama at Bathurst.

Using mainly secondary roads on this part of our trip we managed to avoid the Newell Highway which, we had heard, was full of potholes. Most of the roads we traversed were in reasonable condition although paddocks on both sides were covered in water and it would take very little

rain to flood these roads, as we found out on our return.

Arriving at Mt Panorama late afternoon on Wednesday 6th October we were checked in at the gate by some very wet security personnel who were keen to know had much alcohol we had with us. We assured them that we were within the prescribed limits and we wouldn't lie to them. I think they were sick of searching cars and caravans in the rain and let us through without a search.

Down the track another bedraggled guide pointed us roughly in the direction of the Orchard camp ground where our reserved site was waiting for us. Only problem was that none of the "roads" had any signs on them and site numbers were invisible. Some bright spark had decided the mark out all the sites in water soluble white paint so by the time we arrived the rain had washed away all of the markings. The only way we eventually found our site was by asking other campers, who had arrived in the dry the day before, what their site number was. We eventually found it and set up camp.

Overnight the rain bucketed down and the ground turned to slush. A camper who arrived in his Volkswagen Golf that morning drove off the track onto his site and immediately bogged the car up to the axles. He was later pulled out by a 4WD.

We weren't really prepared for all this mud and slush either and our shoes not suitable for the conditions so we made a trip into Bathurst to buy some gum boots.

Unfortunately every other camper had the same idea and every shop that sold gum boots was sold out. Luckily the local Aussie Disposals store had some on urgent order and we received ours the next day. We could not have survived without them.

This was my first Bathurst 1000 and I was disappointed by the lack of facilities in the camp ground. Toilets and showers were portables and there were no central cooking and washing facilities available. The area in front of these facilities turned into a mudbath with large water filled holes. Trips to the toilet during the night were quite some experience. I had expected facilities similar to a regular camping facility or caravan park. For an iconic event that attracts over 200,000 people each year camping facilities need to be better than this.

The rain continued on and off but that didn't stop the practice sessions on the very wet track. It

made for some very spectacular crashes and shunts into the wall as drivers hit the slippery sections of the track.

I caught up with Mike Roddy, a member of the JCCV and owner of a specialist Jaguar service centre in Melbourne, who was racing his 1984 Jaguar XJS V12. This is a very special XJS as it was originally built by Tom Walkinshaw Racing and won the Bathurst 1000 in 1985 as well as many other races in Europe and Asia. Mike set some very good times during practice sessions, finishing 4th, but during the final race he spun the car 90 degrees and "tapped the wall" but still managed to finish in 11th position. He said he will be back for Sandown in a few weeks.

There were many more shunts and crashes during the weekend and in the final Supercar series race the safety car came out on 8 separate occasions, a new record I was told. The "Holden Commodore" of Shane van Gisbergen and Garth Tander won the race in very wet conditions. The reason I used quotation marks is that it is only a fiberglass Commodore shell and underneath they are all the same. Ditto with the Ford Mustangs. These are not the cars of previous years that would "win on Sunday and you could buy on Monday".

We avoided the mad rush on the Sunday night, as many campers pulled up stumps in the wet, by staying overnight and leaving Mt Panorama on the Monday.

We packed up all our wet and muddy gear, tent, groundsheets, side awnings etc, loaded up the Ranger ute and pulled the caravan out of the mud.

Some of the roads we had used to arrive at Bathurst were now under water and closed to traffic so we headed for Dubbo and the Newell Highway. As we got closer to Dubbo we received advice that the centre of Dubbo had been flooded and parts of it were still underwater so we diverted around it.

The Newell Highway was a potholed goat track, with roadworks in progress in many places and water over the road in others. It's a disgrace that such a major national highway and transport corridor is allowed to deteriorate to this extent. Arriving at our usual overnight motel stop in Narrabri I checked out the caravan after a very rough ride. One of the rear stabiliser legs had been damaged and upon opening the door of the caravan I discovered the microwave oven had come unstuck from its shelf and was now dangling by its power cord against my new

fridge. I took the microwave down and secured it for the trip home to Brisbane the next day.

The final part of the trip was fairly uneventful and the roads relatively good. I dropped off my son-in-law and his father at Yamanto and proceeded home to Shailer Park where I safely parked the caravan back into the carport.

But this is not where the story ends. There was still the small matter of returning the hired Ranger ute to Toowoomba and getting the Prado back home. The next day, 12th of October, was a very special day for my wife Kathryn as it was her 68th birthday. I told that we would take a nice drive up to Toowoomba and have lunch at the Picnic Point Restaurant and afterwards return the Ranger ute to Europcar. She agreed and thus we set off in the morning. When we arrived at the restaurant, to her surprise, my youngest daughter and husband, and his parents were already seated at the table. Justin and Barry were in on this of course as we had discussed our plan on the way back from Bathurst.

After lunch we headed off to return the ute and Justin headed for the Secure carpark where the Prado had been parked for the last week. During our trip to and from Bathurst I had been constantly reminded of the fact that the Prado was parked in a commercial car park by the nightly emails reminding me to pay \$12.50 for the next 24 hours parking.

By the time I returned to the Prado in the Secure carpark, Justin, who had been a motor mechanic in a previous life, had all the spark plugs removed and showed me one that had broken off at the

top of the porcelain insulator and the tip of the electrode was missing. Being a non-interference head that tip hopefully went out with the exhaust gases and is not embedded in the head or the top of the piston. He also found two other sparkplugs that were only finger tight. He had come well prepared with a decent set of tools, sparkplugs, sparkplug leads and a coil pack. After replacing all the sparkplugs we took the Prado for a quick test drive and it ran very smoothly without overheating. Having sorted that out we headed for home.

Of course there is still a lot of cleaning and maintenance to be done to get rid of all the mud on the caravan and camping gear. I also have to test and replace the microwave oven, repair one of the rear stabiliser legs and replace the roll-out awing which was ripped and torn during one of the storms at Bathurst.

However looking back it was a great trip, one to be remembered, for a number of reasons and I would go back again but be better prepared next time.

As one of the flooded out campers at Bathurst remarked, no good story ever starts with "Everything went according to plan".

Paul Lucas



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