

Queensland

JAGUAR

Driver

November - December 2023



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Queensland Jaguar Driver November - December 2023

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



Hi Everyone

This will be our last magazine for the year, it is again a very busy magazine with catch up items from Wide Bay Burnett, due to email malfunction.. If you have submitted an article and it

has not appeared in this issue, it is because I have had to prioritise items according to a time factor, and it will appear in the next issue. It is really difficult trying to please everyone, but I do my best to be fair.

Our thoughts are with Ron Gaudion's family, on his passing away on Sunday

It's hard to believe that when the next issue is due out, Christmas will be over and we will be into a new year. I wish you all a very Merry Christmas and all good things for the New Year to come.

Please note the earlier deadline for the next issue, this is to allow for the printer closing, through the holiday period.

That's about it from me for this issue, travel safe, stay healthy and have fun, until next time,
Your Editor, June

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Vale 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

Gold Coast Register Spring Affair,
beautiful people, beautiful cars

Next Jaguar Driver Magazine.

Deadlines for
Closing Date for Contributions 6 December 2023
Classifieds Deadline 4 December 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	Barry & Joy Cooper	Jim & Maureen Reid	Paul & Josie Mittelheuser
Tony & Karen Herald			
Kieran & Marianne Lillis			
Tom & Irene Ross			

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Jaguar Drivers' Club of Queensland Forthcoming Events

NOVEMBER - DECEMBER 2023 - JANUARY 2024 EVENTS

Brisbane Register

- Thursday 2nd November 12 noon Chassis Based Car lunch at Karalee Tavern
contact Lloyd Andersen 32948960 lloyd1jaglover@iprimus.com.au
- Tuesday 21st November 7.30pm Brisbane Register Bi monthly meeting.
Yeronga Club (dining & meeting) Contact Joy Cooper
- Saturday 25th November Brisbane Register Christmas lunch
The Carson Room Mount Gravatt Bowls Club
1873 Logan Road Upper Mount Gravatt contact Graham Heather hzahnnow@optusnet.com.au
- no events for December

Capricornia Register

- 24th - 26th November Christmas Party Weekend Koorawatha Homestead Motel Bororan
- Sunday 20th January Outing to Awoonga Dam BYO morning tea and lunch

Darling Downs Register

- Tuesday 7th November Darling Downs Coffee morning at City Golf Club South Street
- Wednesday 8th November Monocoque Register Christmas Lunch Bestbrook Resort Maryvale
contact Robin 46648509
- Saturday 18th November Modern Compact Christmas lunch at Bottletree Pub Glamorgan Vale
contact Terry 0409072500
- Tuesday 5th December Darling Downs coffee morning at Picnic Point Cafe
- Sunday 10th December Darling Downs Show and Shine
Christmas Lunch at The Grand Old Crow Crows Nest
contact Kieran klill1@eq.edu.au (see flier in this issue)
- Tuesday 8th January (not first tuesday) Darling Downs morning coffee at Aroma's High Street

Gold Coast Register

- Wednesday 1st November Midweek run contact D.Willmott 0456647333
- Sunday 12th November Lunch run contact T.Ross 0475001197
- Monday 27th November Monthly Meeting and AGM
- 3rd December Christmas Party (see flyer in this issue)

Mackay - Whitsunday Register

- Fri-Sun 17th -19th November Weekend Away Bowen or Airlie
- Sat 2nd or 9th December Christmas Party

Sunshine Coast Register

- 8th November 9.30am run Yandina Historic House
BYO morning tea lunch at The Barn on Flaxton in Flaxton. Run via Kenilworth, then on to Mapleton, through to Flaxton. RSVP by 1/11/23 to Rick and Lou twobees@tpg.com.au
- 30th November Christmas Party (see Flyer in this issue)
- 26th January 2024 11.30am Australia Day at the Beach House (see flier in this issue)

Wide Bay Burnett Register

- Sunday 19th November AGM and morning tea
at Theodolite Creek Woodgate and lunch at Woodgate Bowls Club
- Sunday 3rd December Christmas lunch at the Isis Club at Childers

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Jaguar Today



President Di Cooper

Greetings Fellow Jaguar Lovers,

This year has certainly flown past, this being our last magazine for the year. Thanks must go to June for her efforts with the magazine to make it interesting and to keep us up to date with what the Registers are up to.

The Annual General Meeting will be held on 20th November, and all Members are invited to join on Zoom at 7.30pm. All positions for Office Bearers will be made vacant at the A.G.M. If nominations for positions haven't been accepted prior to A.G.M. Nominations can be accepted from the floor. The J.D.C.Q. Belongs to all Members on a State and Regional Register Level, so if you feel you can give of your time it will be much appreciated.

Once again, All British Day has been held for another year. Jaguar had 66 cars on display, great to see so many "Cats" relaxing in the sun, the weather Gods couldn't have given us a better day. Thank you to all the volunteers who gave their time on both Saturday and Sunday to make the day such a success, hope to see you all back to do it again next year. Members who didn't make it this year, I thoroughly recommend it if you haven't been before.

All the Registers are now preparing for the big event of the year "Christmas Parties". The J.D.C.Q. Subsidies \$10.00. Per person to all Registers for Members who participate in these events. Badges and Awards will be presented to Members on the day.

My thanks go to all the many workers, many behind the scenes, who over this year have pulled together to make the Club what it is. My role as President has been made so much easier by all your efforts, thank you.

Have a Merry Christmas and hope to see you out and about in the New Year.
Di Cooper, President

VALE- Patron Ron Gaudion

It is with great sadness that we report the passing of our Patron Ron Gaudion. Ron was a wonderful man and great Patron of our club. A full tribute will follow for Ron in our next issue. Our sincere condolences to Ron's wife, May and to their family.



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 a copy of the current club magazine, Register newsletter, printed copy of Impromptu Run or other written evidence of the event being attended. Failure to provide proof of legitimate use could result in the vehicle being regarded as unregistered and uninsured.

Chair: Wendy Gross 0498203257 goodwillpark2@gmail.com

Secretary: Ralph Johnston 0409566355 rgjohn132@gmail.com

JDCQ Brisbane Register

Christmas Celebration

Saturday, 25 November 2023

11:00 AM - 3:00 PM

...

Mt Gravatt Bowls Club

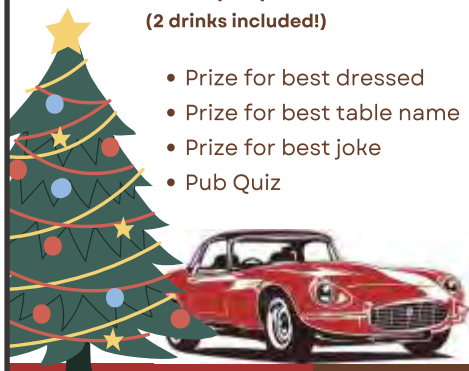
1873 Logan Rd, Upper Mount Gravatt

...

\$50.00 per person

(2 drinks included!)

- Prize for best dressed
- Prize for best table name
- Prize for best joke
- Pub Quiz



RSVP by: 30 October 2023
Graham Heather
hzahnow@optusnet.com.au

Pay Brisbane Register
BSB: 484-799
Acc: 506117953

Please include
name/s in
deposit

Come & Join Us!

It is our pleasure to
invite you to our
Christmas Lunch!

MAIN

Roast Turkey & Baked
Ham

Roasted & Steamed
vegetables

Gravy
Cranberry Sauce
Dinner roll

DESSERT

Christmas pudding &
Pavlova

Tea & Coffee also
available

Please include
dietary requirements
in RSVP

Darling Downs Register – Show and Shine.



Sunday 10th Dec

The Grand Old Crow Hotel – Crows Nest

All members are invited to join the Darling Downs Register for our annual Show and Shine to be held at the **Grand Old Crow Hotel in Crows Nest**, on Sunday 10th December. Crows Nest is just 44 kms north of Toowoomba along the New England Highway. We will enjoy lunch in the air-conditioned lounge of the hotel following the Show and Shine judging. **The Show and Shine will commence at 10.30am in the hotel car park.** BYO morning tea. People's choice judging will commence at 11am and close at 12pm. Lunch commences at 12.30 and winners will be announced after lunch. Cars will be judged in four categories;

- Pre XI Saloons
- XJ – XJ40 Saloons
- Modern Saloons
- Sports (all two door cars)

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

Mystery Item Display – Just for some added fun, members are asked to bring along a mystery item and everyone has to try to guess what it is & what it was used for. (Just like they do on Antiques Roadshow.)

Guests will **order lunch off the regular hotel menu**, so there is no need to send any money in advance. The JDCQ will also provide a \$10 pp lunch subsidy which our treasurer will hand out on the day.

Please contact Kieran Lillis at night on 0439 634 269 or email kllill1@eq.edu.au to register your attendance.



Sunshine Coast Register Christmas Party

30th November, 2023 at 11.30am

Mercury Hotel, 9 Florey Blvd, Birtinya

Price: \$55 pp for SC members, \$65pp (other Registers) \$75 guests

Includes a free drink

This year you get to choose your entrée, main and dessert from the menu below when you RSVP (and pay). If you have special dietary requirements please contact Wendy.

Entree

- 1.Prawn, Mango & Avocado Cocktail (GFO)
- 2.Thai Beef Salad, served with Asian herbs, green papaya, lychee, peanuts, ginger & sesame dressing (GFO)
- 3.Mooloolaba Prawn & Salmon Plate, served with small salad & horse radish cream (GFO)

Main

- 4.Layered Turkey & Ham served with roast potatoes, pumpkin, Gympie beans & cranberry jus (GFO)
- 5.Stuffed Chicken Supreme served with potato gratin, broccolini & cranberry jus (GFO)
- 6.Seasonal Market Fish, braised fennel, chard, vine cherry tomatoes & saffron white wine sauce (DFO)
- 7.Creamy Tomato & Burrata Linguini Pasta, Napoli sauce, wild rocket & burrata mozzarella (V)
- 8.200g Porterhouse, tarragon & mustard mash, Gympie beans, ruby port jus | add Half Bug \$10 (DFO/GFO)

Dessert

- 9.Plum pudding-served with brandy anglaise & vanilla ice-cream
- 10.Chocolate Mousse Pavlova | fresh berries & cream chantilly
- 11.Honey Vanilla Slice | cream chantilly

If you are coming, please complete the choices form on the next page and send it (or a screenshot if you prefer to print and fill it in) to Wendy at goodwillpark2@gmail.com or 0498 203 257 and direct deposit to Suncorp BSB: 484 799 Account no:001025575 with your surname as reference by 23/11/23



A different venue this year!

We're by the beach!



At The Beach House, 185 Bishop Rd, Beachmere

S 27° 06 53.1 / E 153° 03 44.4 .UBD page 60/N14

(The Beach House has an elevator if those stairs look a bit steep.)

26th January 2024. 11.30am

We're providing an Aussie BBQ lunch with pavlova.

BYO drinks

And we will have Aussie themed fun.

Prize for the 'best Aussie outfit'

RSVP: By 23/1/24 to Wendy -goodwillpark2@gmail.com or 0498203257

Please let us know if you have dietary requirements.

Merry Christmas

Mackay and Whitsunday Register



**Our Christmas party will be on Saturday
2nd December from 12 midday at
Eungella Chalet.**

**Please wear festive clothes and
Secret Santa is \$20 per couple.**

**RSVP numbers for booking to Lyn by
25th November, Please.**

Safe travels and see you there

Lyn: 0417074674



GOLD COAST CHRISTMAS PARTY



To be held on Sunday 3rd December

At Emerald Lakes Golf Club - Carrara

Meet for drinks at 11.30am with lunch at 12.00pm

A free drink of wine, standard beer, soft drink
or tea & coffee is included - (no spirits)

An alternate drop three course lunch will be served

We will have our usual Christmas Hamper
plus other great prizes to be won

Cost will be \$65.00 pp

RSVP: D. Cooper on 0411 176050

(Please advise any special dietary requirements)

Payment required by 17th November to Gold Coast

Club Account BOQ 124-001 A/C No. 10224513



Meeting decision - Brisbane Register members now have the services of an Almoner, thanks to Jim Reid. The purpose of the role is to keep in touch with Brisbane Register members who may or may not be participating in activities organised by the Register and to support members as may be appropriate. Jim undertakes to phone members progressively, but should you know a member who would benefit from a phone call, please pass the member's name direct to Jim on 0418880865.

All British Day 2023

This annual event should be a permanent calendar reminder for every classic car enthusiast. Attendance is compulsory! It's held at the St Joseph College playing fields on the banks of the river at the end of Vivian Street Tennyson on the first Sunday of the September School Holidays. Now you know where it is, you have no excuse for not attending next year.

I haven't seen any official numbers of vehicles. Notice I didn't say cars, because it's really anything with wheels that has a link, however tenuous, with the British Isles.

My feet told me that we walked and talked our way around about 400 exhibits this day. At about 7:30 my very white XJR was snuggled up next to a burgundy version of the same model. With a lot to talk about, both owners, together with a younger guy who is a car enthusiast neighbour of mine, took off to a promised morning's adventure straight across the field

The rarefied environs of the Rolls Royce and Bentley club was our first target and an



opportunity to hone our rapport and sometimes limited knowledge, for a lot of sites that we would visit today. The owner of a Bentley "Mulsanne" model, saw us coming and grimly held his ground from a high vantage point in his deck chair at the rear of the vehicle. Explaining that we came from the Land of the Cat and promised no harm, resulted in some relaxation of tension levels. Fortunately, the other green polo shirt in our group, let's call him JH, was experienced in the dialect, which allowed us to get into some meaningful dialogue. Our successes made us brave and we moved through this largish exhibit, learning more about these vehicles, which cost more than my house.

There is a magic about this largely unjudged event. It's the ease of communication, with really, anybody. Mechanical appreciation is a universal language. The rules are unspoken. Let's not get into those tacky signs which glare out, threatening the death penalty or worse for invading the personal space of somebody's hubcap badge. The methodology of our journey was similar to a supermarket shopping trip. Go up one isle and down the other side until you find something that strikes your fancy. About the only difference is that the grocery products don't talk back....yet.

The Aston Martins are a fascinating marque, even more so, knowing how much Jaguar XJS/XK8 is in the Aston Martin DB7. From the same area, I was advised that a minor showing from the Jaguar Forum, disappeared early. Perish those petty thoughts of yours immediately...this isn't a competition and a lot of your brethren have dual passports anyway.

M.Gs were there in force. Of course, that club does the day's legwork, for a consideration I would imagine. I do admit a love the "boat tailed" posteriors on the pre-war sporting Austin 7s. Yes, I am getting to the Jaguars, be patient. The older motorcycles are interesting, you know the acronym for BSA of course..." Bastard Stopped Again". Not the one you were thinking of? We toured on further, into the Land Rovers where we needed to explain to my neighbour about how they were utilitarian necessities in the Aussie outback by powering everything from shearing sheds to windmills.

There were lots more that we looked at, argued about, and politely discussed with the relevant custodians. Now, we were at the thin end of the day, and we focussed our energies on the Jaguar XK 120/140s, XKRs and a spectacular D-Type replica which was absolute "Auto-Porn". I hope you enjoyed this little discourse which may in some way convince you to attend next year. We don't want the experience to go the way of MacLean's Bridge!

(Charlie Provis 25/09/2023)

All British Day is now the only official JDCQ event each year so it was good to see most Registers represented and 66 cars there.

This year we were celebrating the 75th anniversary of the XK engine and they were highlighted in the display. Graham had organised corflutes with the story of this amazing engine.



Brisbane again took on the organising role but with a major change this year. While it was great to see Lloyd and Lorraine Andersen there on the day, ill health meant Lloyd handed over the reins to Acting Chairman Neil



Summerson and Brisbane representative on the Management Committee, Graham Heather. They had a loyal group of helpers both on Saturday for the set up and Sunday for the pull down.

The Gold Coast Register with President and Chairman Di was again under the trees even if they missed out on their usual place and they had a good contingent. The Darling Downs, led by Terry and June Whitehouse, were well represented too and they tended to cluster around the gazebo. Terry did a great job on photos and later the Facebook post. Perry needed to be close since his phone was the internet for Regalia Sales. Sunshine Coast also made a good showing but they were all around the place. This year Capricornia replaced



Wide Bay Burnett as the northern representatives and it was good to see Steve Williams and Gerry at the display.



The hub of the JDCQ display is the gazebo.

There Helen displays and sells Club Regalia, Ray sets up the mini Library and Stu tries to sign up new members. As the sun gets higher in the sky, it is also the social hub in the shade. Ruth's poppy seed cake got great reviews (see recipe later in the magazine) as



did Wendy's Spiced Ginger biscuits (recipe next magazine). It is always good to catch up with Jaguar friends.

(Wendy Gross)

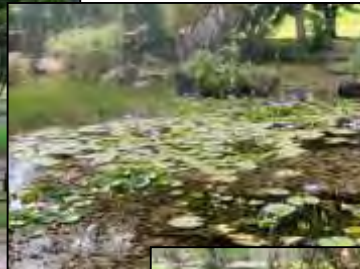


JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg, Maryborough and Hervey Bay

April Run to Maryborough

It was a fine sunny morning that greeted Toni and I in Gympie as we set off in Percy our 57 Mk1, heading for Queens Park in Maryborough. We took the opportunity to go up the coast road as it is much quieter. Percy had not been out for a while and he loved the drive, getting into Overdrive at every opportunity. Percy is also a little short on brakes at the moment (a booster problem I suspect) so the quieter roads were welcome. After an hour or so of driving we met up with the other members for morning tea at the park. We then went for a leisurely walk through the Anzac Memorial Walk, it was moving and most interesting. We then decided to leave the cars parked where they were and walk up to our lunch spot, The White Lion Hotel, which served up great meals to us all. It was also Arthur's Birthday, so a hastily arranged mini birthday cake was sought, candle lit and happy birthday sang with Gusto! We then said our goodbyes and headed for home, in all of our respective directions! A great day with good friends.





JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg, Maryborough and Hervey Bay

July Run to Monto

It was a cool sunny morning that greeted Toni and I in Gympie as we set off in Percy our 57 Mk1, heading for Monto about 320km from home. We had a fairly good run to Ban Ban Springs where Peter was already in attendance and the Northern members soon arrived for morning tea. We then set off in convoy, to head for Mulguldie Pub for lunch. We were a bit slower than the rest with Peter behind us.

Once we all arrived a nice lunch was had, and then we set off for the short hop to Monto. We all arrived at Rogers shed where the tour and afternoon tea was enjoyed by us all. It was nice to see Roger and his lovely Jags and future projects in his shed. We then went round the corner to check into the motel, where we had dinner that night and breakfast the next morning. Toni and I and a couple of members headed off straight after breakfast but the rest of the members went to Cania Gorge for BYO morning tea and then back to Monto for lunch at the Grand Hotel. Goodbyes were said and everyone headed for home.

A great weekend was had by us all, good company as usual, and some lovely Jags.





JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg, Maryborough and Hervey Bay

July Run to Monto





JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg, Maryborough and Hervey Bay



September run to Bamboo Land and the Grand Hotel in Howard.





JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg, Maryborough and Hervey Bay





JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg Maryborough and Hervey Bay





JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg, Maryborough and Hervey Bay



October run to Hervey Bay and River Heads.

It was a warm sunny morning as we left Gympie to travel up to Hervey bay. Members met on the info stop between Maryborough and the bay. Once all assembled we drove to Gatakers Bay for morning tea. Everyone was very happy to see Josie and Paul going us again after Paul's stay in hospital, they are both looking well. After a short meeting it was off to River heads for lunch, via the esplanade which is a very scenic drive indeed. Lunch was very nice and everyone enjoyed a great chat before we said our goodbyes and headed for home.

Great day, great company and some nice Jags!





JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg, Maryborough and Hervey Bay



Leaky oil switch

On the monocoque register run to Boonah in September we were 80 ks (50 miles) from home when I pulled the Jag X300 into the Peak Crossing roadside park for a toilet stop.

I noticed a burnt oil smell and looking behind the parked Jag I could see a fine oil trail. It was coming from the left side of the engine. The rear end boot was covered in oil which had been misting from drops at high speed. I checked the dipstick and there was just a trace on the bottom. I had checked oil levels prior to departure from home and it was full.

By sheer coincidence another Jaguar driver pulled into the park area and offered assistance, So I asked him to run me to the service station about 1 K away where I grabbed a 5 litre (1 and 1/4 US gallon) container of oil. Thanks very much to our new JDCQ member.

I dumped that in the engine which brought it back to full on the dipstick and then drove the car to the centre of Peak Crossing where there was one hotel, one servo and one post office. At least we were not going to go hungry and thirsty. Eventually towing was arranged (at vast expense) and the car made it home.

Up on ramps and the culprit leak turned out to be the oil pressure switch. I originally thought it would be the oil bypass housing. No replacement switches were available locally, but Jagdaim in Melbourne were able to supply overnight. Ordered 2PM arrived 10AM next day.

Three points

I was extremely lucky that the problem was found before running completely out of oil as our Boonah destination was another 20 ks further on and it would not have made it.

Jaguar drivers do stick together and help one another.

This is the second time I have run across oil leaks in late model Jag. oil pressure gauges/transmitters. My previous XJ40 was sold to me cheaply because of an undiagnosed oil leak which turned out to be the oil pressure transmitter.

Gearbox oils.

The question of what oil to use in early Jaguar manual gearboxes occasionally rears its ugly head. Basically, there are two types of manual gearboxes used in post war jaguars and prior to the XJ series sedans. There was the old four speed Moss box and the later all synchromesh four speed Jaguar box. The full synchro was introduced in October 1964 in the S type but I am not sure about the date it was fitted to MK2s and E types

The old Moss box uses **SAE 30 engine oil** as a lubricant.

The all-synchro Jaguar box uses **EP 90 gear oil**.

How do you tell the difference between these gearboxes? The dead giveaway is the Moss box requires hard left and forward to the front of the car to select reverse gear. The all-synchro box

requires hard left and backwards to the rear of the car to select reverse.

Sometime in the past somebody fitted a full synchro box to my 1960 MK2. There is no doubt it is a much nicer box to operate than the Moss box in my MK1

From the archives first published in June 2001.

Safely fitting batteries

I just about have a heart attack when I see people incorrectly connecting or disconnecting batteries in vehicles [or aeroplanes]. Do yourself a favour and read this carefully. I will refer to the batteries "live" side being the terminal above earth and the "earth" side as being the terminal, which connects to earth. This is because the original polarity of a lot of early Jags was positive earth and later models were negative earth. In addition, a lot of early models have been converted to negative earth. The use of the terms positive and negative is inappropriate in these circumstances.

Do not connect the earth cable first. Fitting the earth cable first means when you go to fit the live side you are actually working on a live terminal. It is all too easy to short the live side of the battery to some part of the vehicle with subsequent molten bits of melted spanner flying about etc. This is a very real risk in the confined area between the bonnet and battery of early jags including Mk7, 8,9, Mk 1, Mk2 and S types. It is also easy to short the live terminal to earth in an XJ6 courtesy of the metal battery box surround. In addition, if the battery has just been charged and is still venting hydrogen there is an extreme risk of an explosion from the sparks generated from the shorting to earth and you [and your vehicle] can suffer horrible injuries from this explosion as well as being sprayed with acid. I kid thee not.

Whilst I was an apprentice a trade-training instructor using an old battery and a remote switch purposely demonstrated this. Even though we were over 20 metres away, the explosion and battery destruction left a lasting impression on the apprentice group that included myself.

The correct method is to fit the live side first. Even if you do touch the earth with a spanner while doing up the battery cable clamp nothing will happen, as there is no circuit for the battery to discharge, as the earth side is not connected. The earth side is then connected to the battery. If you touch a vehicle earth while doing up the earth cable nothing will happen. By the way, when removing the cables from a battery, always undo the earth cable first.

As this is the last issue for the year, I offer my compliments of the season for Christmas and a Happy New 2024 Year



Strictly No Admittance! The inside story of the 'Lightweight' E-type

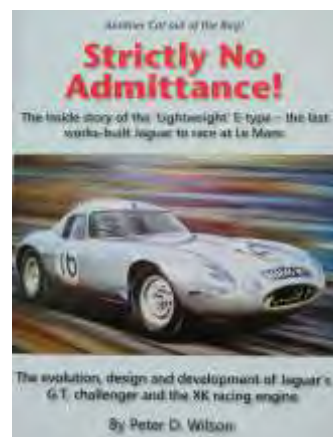
GB40: Strictly No Admittance! Author – Peter D. Wilson. First published in 2021 by PJ Publishing Ltd.

This book tells the inside story of the 'Lightweight' E-types, the very last works-built Jaguar to ever race at Le Mans. Just 12 were built, all in 1963, yet they are now amongst the rarest and most desirable of the race cars which came from Jaguar's famous Competitions Department – to which indeed there was 'Strictly No Admittance' for ordinary mortals!

The book covers the evolution, design, and development of Jaguar's G.T. challenger and XK racing engine which powered it. It is written by automotive engineer Peter Wilson who himself helped build the Lightweight E-type. His remarkable recall of those events 60 or more years ago is reinforced by hundreds of hours he spent in the Jaguar Daimler Heritage Trust's impressive archives, and by many conversations with his former colleagues at Jaguar.

The result is a book of astonishing detail (every single engine ever used by the factory in Lightweight E-types is, for example, identified and fully documented), while Peter's account of how the car evolved from previous models, and the technicalities of how the engine, transmissions, brakes, and bodywork were developed, are recorded in unrepresented detail.

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 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 Members,

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

Patrick Patullo and Helen McArthur (Brisbane)
Ellis and Judy Wilson (Brisbane)
Michael and Fiona Dent (Brisbane)
Shane and Natalie Hancock (Brisbane)
Murray Arundell and Bernadette Wright-Arundell (Wide Bay Burnett)
Fergus and Sharon Ross (Gold Coast)
Jasson and Leanne Roser (Brisbane)
Cameron Ross (Darling Downs)
Roy Lynes (Returning Member.....Brisbane)

JDCQ currently has 435 members.

Cheers,

Stu Gross
membership@jagqld.org.au



JDCQ Sunshine Register

The Brisbane Motor Museum

Visit 11th October, 2023

Now I can say that I have been there, and it was great, although I may have been pinged by a radar wolf enroute. "a what" you say! Then jump on to this link and be enlightened

<https://www.whichcar.com.au/features/classic-wheels/remembering-bill-tuckey-quints-drives-a-v12-jaguar>

Bad news and silliness aside, this new abode for anything with a motor and rubber wheels. which is rare or valuable, in most cases both of the preceding, has made the journey to 959 Nudgee road, which is the newly built venture of club member Mr CG. The entry to this 2-story building, in an industrial area, looks similar to its neighbours, is signposted with lettering a foot high. Somehow, a few of us initially ignored the anguished admonishment from the dashboard, and cruised right on past. Downstairs parking leads to a lobby, accessed by automatic glass sliding doors. Stairs or a lift gets you to the restaurant, the attraction of which you must steel yourself against for the moment, and press on to the display area, the floor area of which, is on the scale of a major department store.



This report is not a glossary of all the exhibits, rather some notes on my recollections which I share with you. If I get some data incorrect, please forgive my ageing memory. The layout of the roped-off exhibits, determines the pathway, which starts on the left. Mostly members travelled in small groups. This first part of our journey, was mostly about the motorcycles of the period that I love and have history with, being the 1950s-1970s era. Most were unrestored, "rust and dust" if you get the idea. I was in the company of L* whose knowledge of most things vastly outdoes my own. In the tiny niche of racing 2 wheelers

however, just once, I was able to fill a few gaps in the conversation.

Up the line was a rallied Citroen, and if you ignore the "leaves a sour taste" witticism, to focus on the successes of the marque in that sport, there is a lot to admire, A small engined front wheel drive car. Innovation typified by the hammock seats in the extremely utilitarian 1948 2CV with its tiny 9 horsepower is a good example. A ride-on mower



today, would be more powerful!

The green and gold open wheeler racing car, parked at the end wall, gave the game away, long before I was close enough to watch the visual commentary, on the screen above. Sir Jack Brabham and the racing cars which he built from the 1960's, were together world champions. This exhibit was a wonderful homage to this Australian legend. Whilst talking racing, there was a BRG Jaguar Series 1 perhaps, that was in beautiful competition trim, stripped of any luxury, but full of rollover bars. The driver would be an agile soul, just to access the vehicle, I wager. Another fast car, a standout for a different reason, was a Plymouth Road Runner. It was a 70's vehicle I would guess, orange with black stripes and of such a size, that it needed its own postcode.

Going down a gear, was a statelier Rolls Royce, that I heard somebody describe as "small". It wouldn't fit in my garage however. A just post-war Triumph roadster nearby was gorgeous in grey, with huge flowing front mudguards that were almost an art form. A pre-war M.G, I think an NB Magnette, was next on my list. Back when the name was synonymous with hand built "real" sportscars. Think fold down windscreens and aero screens instead, fishtail exhausts arching over the rear wheel, 6-cylinder overhead cam engines often with a crankshaft driven supercharger. Sadly, the labels now describe modern vehicles which are an embarrassment to even compare.

As I neared the exit, exhibits were more modern. An R32 Nissan Godzilla," the king of the monsters" with 600 horsepower in race trim. In Australia, if memory serves, the cars were banned on a technicality, as their performance was outclassing the GMH and Ford vehicles to such a degree... that there was no competition.

JDCQ Sunshine Register

That's the end of my bit. All from memory with heavy bias toward the exhibits I enjoyed most.

Charlie Provis 12/10/2023

Meanwhile, the Ladies Morning Tea.

While the men were looking at the exhibits, the ladies enjoyed each other's company and some great coffee and cakes.



Discussions amongst members showed us that most of the loyal female members really don't want to 'look at cars' anymore. We've all been doing that for years. But we do like accompanying our partners to events so this was a solution.

It turned out to be a very pleasant morning and we learned a lot about the hidden skills many of our ladies have.

Thank you JDCQ, for subsidising this event.



JDCQ Mk2 Burlblings with Robin Todd

We missed out on the September “Country Luncheon” because we had a long waited for appointment in Toowoomba at 11,30am and decided that we would not be able to drive down to the Dugandan Hotel in time. As it turned out the booking for the Duggie was changed when the manager rang me to say they had a bus booking that was going to occupy the Dining Room but we could have the Beer Garden or Verandah. Now the Beer Garden is open to the elements so that was out and the Verandah, while somewhat protected, has some sunken stumps, remember the venue is well over a century old, so the verandah is at a bit of a slope in places so that ruled that option out too. No problem, a quick call to an old faithful venue that we have been to many times in the past, Flavours Cafe Boonah, and a booking completed. No worries or so I thought.

All that was needed now to complete the exercise was a quick e-mail to all the luncheoners to tell them of the revised venue. What was that, that a Scottish poet said about things going off awry, well it did. My machine was flooded with “undelivered messages” apparently because Bigpond [nee Telstra] had been playing with the Bigpond e-mail system. After many hours talking to the “Help” hot line I was reconnected with my e-mail system. While he, a nice softly spoken young lad, had been tapping continuously on his keyboard but I'm not totally sure he was working on my problem or just playing Solitaire to fill in the time. I know these things because I used to do it regularly myself during those interminably long phone conferences when someone wanted to talk forever without ever saying anything.

The upshot was that he announced that I was back on my E-mails and he had even provided an icon so I could go straight there. He was totally right except for a couple of smallish issues like [a] all history was gone except for the last couple of days [b] all contacts had disappeared from sight and [c] it was now not possible to send an E-mail anyway. Otherwise everything was ok. Thanks to Paul Lucas I was able to get a broadcast message out about the change of venue. Paul was also having some trouble with his E-mail system but he was a great help.

What followed next was a long series of phone calls and personal visits seeking help. The problem seemed to be related to my profile which was “out of date” and at one stage someone suggested that maybe I had said something that some snoop found offensive and that was why my system couldn't be reset. This, of course, was not at all possible although I had expanded in another E-mail my long held theory that technology had now developed to a stage where the technocrats themselves had no idea what they were doing. The to and fro, the fact and misinformation that followed would fill a volume but eventually I managed to access my profile and in it I found a number of errors. The problem starts way back in 1939 when my grandfather died a couple of months before I

was born. His name was McKinlay and he came from Ayrshire so as happened to many Scots in Australia he was quickly known as Mack. It seemed reasonable to my parents when deciding what to call their bouncing baby boy to use the name Mack for my middle name. As you have now probably guessed, Telstra/Bigpond in their collective wisdom had decided that my name was McTodd.. I pointed out to anybody who would listen [and quite a few who wouldn't] that my Surname [or Family name in modern parlance] was Todd and that I had worked for Telstra for 40+ years and they always managed to pay me and I had paid them for telephone services for 60+ years and they always managed to get the name right. All to no avail we also found that my profile had my Email address as one Valerie created some 10 years ago when she bought a new mobile phone and my phone number was a real problem to identify until we realised it was my work phone number from 23 years ago Was it all a sick joke ? but then the clincher, somehow there was a blocker in that file so that no matter what changes were made it always reverted to the original. And we are worried about the effect of Artificial Intelligence. Could it be AI already or is it just human incompetence.

Anyway I now have a new E-mail

address.....randvtodd97@gmail.com and am hopeful it will work so that is that but if you have a couple of days to spare I can tell tell you all about the efficiency of Australia's largest telephone communications company.

The October lunch at Nobby was not as well attended as we hoped but previous appointments and health matters etc reduced the numbers. Barry and Kay made an appearance now that Barry is recovering from some heart surgery and a new member turned up. Alan Bowers said he had sent me an e-mail but if you have read this far I don't need to say more. We actually had two yes that's two [2] Mk2s present and they weren't Barrie's or ours. Thanks to Tim and Peter for bringing their beautiful machines out for a run. Tim's is British Racing Green and Peter's is Sherwood Green so it was interesting to compare the colours. I'm sure I read somewhere that Aston Martin used British Racing Green with a touch of grey as the colour for their factory team but maybe they just used Sherwood Green Just think what could be achieved in numbers of Mk2 present if I got a bit of enthusiasm and interest going about our Mk2 and then Barry got his Daimler out and gave it a bit of a wash ready for a run.

I had planned a rather lengthy discourse about some U-tube videos on the JDCA Sporting Register showing a 3 litre S type [the modern one not the Mk2 with the mutilated body, which by the way I actually like and would very happily add to my collection ahead of everything except for a 3.4 Compact nee Mk1] running around on Eastern Creek Circuit behind a racing version of a Mk2 but I seem to have run out of space, so blame Bigpond.

Everything is advancing on schedule for our end of

season do at Bestbrook Resort, Maryvale. Ray the owner has been a fair bit less than well but it seems to me that there is a bit of that going around - must be due to one or two of our current set natural disasters. The quiz is virtually finalised and will be much as usual. There will be twenty [20] questions made up of fourteen [14] typical questions taken from the TV show "The Chase". That is the one from Australia not the UK one. Plus another four [4] that relate to Jaguar cars or our Club Plus another four [4] questions that could be related to the Arts in particular Literature, Movies or TV and will include the compulsory couple of tie-breakers. We will try to keep everything light and breezy as it hasn't exactly been the greatest year for many of our regulars.

At this stage it is appropriate to give a coupla hints re the quiz. Remember it is the day after the Melbourne Cup and earlier I mentioned a Scottish poet who had something to do with something called a Tam'O shanter

.Hope to see you at Bestbrook or soon after.

Robin Todd

Ph 4664-8509

New E-mail randvtodd97@gmail.com

JDCQ Classic Monocoque Register

Calendar for 2023

Wednesday the 8th November 2023

Christmas Party Bestbrook Resort, Maryvale

**** May be a change of venue depending on survey lunch

Please 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 soon
Robin Todd Phone 07-4664-8509



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JDCQ Darling Downs Register

Darling Downs Showroom Display Saturday 2nd September 2023 Wippels Jaguar Toowoomba



A sunny Saturday morning in Toowoomba, a Jaguar Showroom and 11 beautiful Jaguars and the stage is set for another fantastic display. The old beauties certainly make a showroom look the way it should even down to the smell of petrol fumes, the odd drop of oil on the floor and their radiant presence, what a wonderful sight. Wippells put on the coffee and tea and we brought the cakes and slices. We had an ad on Facebook which had a lot of interest and there were a few members of the public who showed interest in the display. Everyone had a great time talking about the precious prides and joy and finally we packed up at 11.30 am and went to have our lunch at the Murphy's Creek Tavern. I would like to thank Wippells JLR, David & Matt for opening up their showroom for our display, also to our members who displayed their cars and the staff at the Murphy's Creek Tavern for looking after us for lunch.



JDCQ Darling Downs Register

NOT VERY TECHNICAL

Darling Downs register Fuel Economy Results
Distance;145kms

Speed; between 90-100 kmh

Stopping and Starting; 4 times

Cars from ser3 were running A/C

Best To Worst

XF 3.0L V6 Deisel 5.53 L/100kms

X-Type 2.2L inline 4 Deisel 6.28 L/100kms
(4 people and extra idling with A/C)

XJ40 4.0L inline 6 petrol 7.78 L/100kms

XJ40 4.0L inline 6 petrol 10.15 L/100kms

E-Type ser 1 3.8L inline 6 petrol 10.49 L/100kms

Mark 2 3.4L inline 6 petrol 13.15 L/100kms

Mark 2 3.4L inline 6 petrol 13.9 L/100kms

XJ Ser2 5.7L V8 petrol 15.27 L/100kms

Just a bit of FUN

FUEL ECONOMY CAPTION.

VERY TECHNICAL

Economy Run Results

Diesel cars

1st Bruce Dascombe
2012 XF 3litre V6 = 5.53 litres per 100km

2nd Terry Whitehouse
X Type 4cyl = 6.28 litres per 100 km

Petrol cars

1st Mark Thompson
XJ40 4 litre 6 cyl = 7.78 litres per 100 km

2nd Ken Naumann
XJ40 4 litre 6 cyl = 10.15 litres per 100 km

Highest Fuel Consumption

1st Ron Formella
XJ6 (Chev V8 conversion) = 15.27 litres per 100 km

2nd Kieran Lillis
Mk2 3.4ltr = 13.9 litres per 100 km
(Which equals 16.9 miles per gallon which is very close to what the owner's handbook said the car did when new.)



Oops Marilyn's down

JDCQ Darling Downs Register

JUNE'S POEM

We are on a trip, destination Miles
Driving our Jags we are full of smiles
We'll set off at a cracking pace
A convoy of beauty ,magificents and
grace
We'll be friends to all, smart, posh or
bogan
As we travel on to the locality of
Kogan
We travel on keeping in our
formation
As we head towards Kogan Power
Station
We'll travel to parts that to us are a
mystery
And in so doing will learn some new
history
We discovered the Cactoblastis Moth
is quite rare
Which is a fortunate thing for the
prickly pear
Corymbia, Red River Gum and
Chinchilla White
From these eucalypts the birds take
flight
We'll look out for creeks, a floodway
or weir
And at journeys end enjoy a wine or
a beer



History will show that way out west
there was a nasty little pest
Thorny little fellow called Prickly Pear
It was too much for many to bear
and so they left in despair
Until Cactoblastis Moth came in
and a new era could then begin
Instead of the land lying in waste
Wambo Feedlot there was placed
and a Power Station too
and cows could sit and chew
So life was good as gold
and we can drink a beer that's cold
So long as we go down to the pub
with the Jaguar Drivers Club



DARLING DOWNS REGISTER OCTOBER WEEKEND AWAY

On Saturday 14th October members of the Darling Downs Register met up at Hungry Jacks in Dalby, in preparation for our annual weekend away. There were eight beautiful Jags, always a delight to see when lined up in a carpark. Ron and Kara organised the weekend and Ron's first instruction to all drivers, was to fill up at Dalby Ampol ready for our Economy Drive Competition. We set off at 9.30, heading for Kogan for a brief stop at Kogan Park, then on to Kogan Power Station viewing area.

We continued on along Banana Bridge Road, then turning on to Warrego Highway, heading west, keeping an eye out for the Cactoblastis Memorial Hall at Boonarga, which was built in 1936 to celebrate the eradication of the prickly pear by the Cactoblastis Moth. I hate to tell them but its back. Our next stop was the Miles Historical Village Museum, where we arrived just in time to have the terrific lunch that had been prepared for us. The meal was a simple ham and chicken salad, served in the old fashioned way like Mum did it, and apple pie and custard for dessert. It was the most delicious meal, served with bottomless tea or coffee, all for the meagre sum of \$19 per person. The entire museum was extremely impressive, very clean, well thought out and well presented. Time was our own to look through the museum and then head off to our bed for the night at Miles Outback Motel. Drivers were instructed by Ron to fill up tanks again, before going to motel, and give fuel receipt to him. The results of the

fuel economy competition will appear somewhere in this story. After everyone had booked in and had time to relax with wine, beer or coffee, we decided it was time to have our meeting. We gathered our chairs into a circle, in a nice undercover area outside motel rooms. Unfortunately, as Marilyn sat down, the back legs of her chair collapsed and she went down with legs and arms flying, she was unhurt and concern soon turned to laughter and talk of, we should have taken a photo (that was me) I then hit on the idea of the cctv camera, and after the meeting went to reception to ask if they would let us have a still of that moment, they didn't seem real keen but took my email address anyway, still waiting on that one. Later, that evening, after a couple of wines, it was decided that a reenactment was in order, scheduled for the next morning. Another competition, for the weekend, was a poetry comp, organised by Kara. The idea was to come up with a poem, any format, but it had to include one or more of eleven words listed by Kara, the list included such items as, Cactoblastis Moth, locality of Kogan, Power Station, Archers Crossing, prickly pear and Chinchilla white. This was great fun, Helen won with her poem and I came second, both poems included somewhere in this story. Dinner, later that evening was at the Windsor Hotel and was very pleasant.

The next morning, I reminded Marilyn of the reenactment idea, and although a bit reluctant, she was very game and I organised Michael, Peter and Terry to

JDCQ Darling Downs Register

hold the broken chair, while Marilyn placed herself in it, then the guys gently layed it back on the ground. Fortunately, for the photo, the last few seconds were a bit scary for Marilyn and we got a perfect reaction from her, as you can see from the photo, thank you Marilyn for being such a great sport. It was a good laugh. After breakfasting at Ampol Foodary, we headed off to Chinchilla RSL for morning tea, stopping off, first, at the Big Slice of Watermelon for a group photo (back page) After morning tea some of the group went out into the heat and visited monuments and viewing places, while the lazier members who didn't fancy the heat, stayed at the RSL for a drink and a natter. Our lunch was at the RSL and the food was very good. We left Chinchilla about 1.30 to head back to our various homes, A big thank you to Ron and Kara for organising a great weekend, and thank you to those who donated prizes for the raffle.



JAG WAGS CORNER



Cool, Karma and Coffee Collected

Barry: coffee in hand - "Gee, that was quick!"
 Steve: suspicious - "Is that a latte?"
 Barry: laughs and hands Steve his coffee
 Barista: handing Barry his coffee - "Sorry, the coffee machine has broken your coffee is a bit cool."
 Steve: laughing - "That's Karma"
 Barry: grumbles that, while his microwaved coffee is now a good temperature - "it's leaking!"
 Steve: laughing harder - "Double Karma!"



RECIPE: Kris Rodda's Mongrel Slice *Capricornia Register*

INGREDIENTS:

1 cup Self Raising Flour	1 cup Shredded Coconut
1/2 cup Coconut	1 cup Rolled Oats
1/2 cup Brown Sugar	1/3 cup Golden Syrup
140 g melted butter	1 can <u>Topnfill</u>
	80 g melted butter extra

Set oven at 180
 Mix together flour, coconut, sugar and butter then press into slice tin lined with baking paper.
 Bake for 20 minutes till golden brown the cool for 10 minutes.
 Place the shredded coconut, oats, syrup and extra butter in a bowl and mix thoroughly to make topping.
 Spread the topnfill caramel over the base then spoon over topping.
 Bake for a further 20 minutes.
 Named the mongrel slice because once you start eating it you can't stop.



JDCQ Gold Coast Register

Weekend Away



JDCQ Gold Coast Register

Spring Affair



Bowling 'em Over

Story and photos by Lorraine Givney

On the morning of 20 August, six elegant Gladstone Jaguars gathered at Stick Makers ready to drive in convoy to Rockhampton. The air was crisp under a powder blue sky. On the winding road past the power station to the highway we drove through a mosaic of sage green trees, blackened paddocks recently cool-burned, golden grasses, and fields of vivid green new grass shoots - the aftergrowth of cool-burns conducted weeks ago. Once on the M1, occasional brilliant splashes of purple and crimson bougainvillea brightened the view as we drove parallel to the railway line where a seemingly endless south-bound coal train was travelling.

At Curtis Park, Rockhampton, we joined Yeppoon and Rockhampton members and brought our picnic shelter to life for morning tea with enthusiastic catch-ups. John Large showed us our new emergency defibrillator and first aid kits. Members have been invited to fill in a health history form and seal it in an envelope to be kept with the first aid equipment for the purpose of passing on to ambulance and/or hospital staff should any of us ever need it.



Jaguars line Gladstone Rd by Curtis Park Rockhampton



Enjoying some Winter sun, just inside the tropics



A first aid kit for each Gladstone and Rockhampton and a defib for the whole Register

Our next destination was Rocky Bowl and Leisure where a meeting room had been set up for our general meeting along with lunch served on platters.

Members' use of local knowledge, electronic maps devices, intuition, myth and legend, spoken instructions, and following unofficially-appointed leaders, made for a short trip that – shall we just say - lacked the finesse associated with cohesive convoy-driving. None-the-less, there were no members missing from around the meeting/lunch table.

After lunch, the tenpins flew at the end of four lanes occupied by some competitive members who had a great time awakening muscle memory from years gone by.



Bygone Era

Story and photos by Lorraine Givney

For our 24th September run, Capricornia decided to escape debates about petrol vs electric vs hydrogen vs diesel by stepping back in time to the elegant era of steam powered travel.

Situated in suburban Rockhampton, Archer Park Rail Museum kept nineteen members and one invited guest thoroughly entertained for the latter half of this Sunday morning. Our invited guest, David Campbell, made a significant contribution to the bygone elegance theme by including his 1957 Rolls Royce, Series 1, Silver Cloud in our Gladstone to Rockhampton convoy.



David, of Mount Locom, added 'Ruby' to his car collection about a year ago via a purchase in Goomeri, west of Gympie. Attending to a few mechanical maintenance jobs has provided a welcome challenge over the past year. He's mates with Garry and Ros Behrendt who invited him to share his British showpiece with our members who are inclined toward appreciation of all elegant British cars.



As the museum has such a spectacular façade, taking a group photo seemed the natural thing to do before queueing at the ticket office. Our tickets entitled us to a ride on a steam tram, morning tea and an extensive array of exhibits with an enthusiastically guided tour.



We learned that steam trams had played a useful role in Rockhampton. Nine of them were in service from 1909 until 1939. In August 1982, the Rockhampton City Council decided to reconstruct this Purrey Steam Tram. It is fired on coke and coal and, for the purpose of the museum, is run on 1.1kms of track, only on Sundays. Having enjoyed the ride – with only one prank suggestion that we might have to get out and push – members can now say that we have ridden on the only operational Purrey Steam Tram in the world. Even Bordeaux in France, where the trams were originally built cannot boast a working Purrey Tram today.

JDCQ Central Queensland - Capricornia Register

Donation made to RACQ CapRescue

Story by Lorraine with Marlene Millard

Photo by Marlene Millard

When JDCQ Capricornia Register decided to pass around the hat for a worthwhile cause, careful consideration was given to the particular needs of the district. As our monthly drives have made us familiar with much of the region, it was natural to appreciate the value of a skilled helicopter response service to remote locations.

On the 6th of October, having collected \$500 to donate, Chairman John Large with other Capricornia Register representatives visited RACQ CapRescue, near Rockhampton airport. We were impressed to learn from Pat Norton, Senior Aircrew Officer and Kim Walters, Communication & Engagement Officer that the service runs three helicopters, in rotation – there is always one being thoroughly serviced in Brisbane, one in operation and one on standby under maintenance in Rockhampton.

Members observed about seven staff maintaining the current standby chopper. We're not telling our Jaguars about this in case they get jealous!

At the time of our visit, the operational helicopter was transferring a patient from Emerald.

We also learned that RACQ CapRescue has staff working shifts 24/7, using onsite accommodation. Their multi-million-dollar budget is funded 60% by government and 40% by community so donations are essential to keep this costly, vital service running safely and effectively.

JDCQ Capricornia is pleased to have contributed and we are thoroughly impressed with the facilities, safety measures and skilful service of RACQ CapRescue.



RACQ CapRescue accept \$500 donation from JDCQ Capricornia Register. Left to Right - Pat Norton, Barry Hancock, Secretary, Marlene Millard, Chairman, John Large, Chris Millard, Gerry Ross and Kim Walters

PAINT AND PANEL

By Mark Thompson - JDCQ DD

Polishing Part C

The last two articles covered types of polish, compounds and then buffing pads. There are few areas in auto detailing that are as misunderstood than that of machine buffers and polishers. You could be scratching your head trying to understand the differences between machine types and which one would be the best job.

Why use Machine Polishers

Traditionally people would work polishes into paint and apply waxes by hand. While this worked reasonably well with old single stage lacquer and urethane paints it's is much more difficult on today's very hard and very delicate multi part clear coat finishes.

Working a polish into a clear coat to remove scratches can work but it's a lot of work. The larger the area you have to polish the more unrealistic working by hand becomes. Some clear coats are so hard that it's neigh impossible to reach a fully defect free finish by hand. In fact applying a compound by hand can cause more harm than good. Finger tips and the heel of your hand apply the most pressure when rubbing and therefore produce an irregular result. A cloth wrapped around a sanding block would do better.

The solution? Machine polishers. Not only are they more powerful than your hands they are much more efficient. They save us that which is most valuable. Time!, but also require less material.

Buffers vs Polishers

In the most simplistic terms, buffing and polishing mean the same thing. It's the act of working a product such as a polish into a surface to alter the appearance of the surface. If you look up the definition of buff it means to polish. That means buffers and polishers are one in the same as well. They are simply two different names for the same tool.

Types of Machine Polishers

There are two primary types of buffers and polishers: Rotary and Orbital. These terms mostly refer to how the pad rotates around the motor. With a rotary buffer the spindle and pad rotate together in one direction. It doesn't vibrate, oscillate, or orbit. With an orbital polisher the spindle and pad move about different axis causing the pad to vibrate, oscillate, or orbit (much like the Earth around the Sun).

Beneath the Orbital type of polisher there are sub types of Fixed Orbital, Dual Action Random Orbital, and Dual Action Forced Rotation. The differences between these types is explained below.

Rotary Buff Function

- Circular rotation with axis at the centre of the spindle
- Rotates in single direction
- Directly driven by motor
- Variable Speed
- Outer diameter of pad spins faster than inside diameter



Uses

- Fast removal of moderate to heavy swirls, defects, and sanding marks
- Can be used for spreading wax but not a common practice

Risks

- Pad friction with paint generates heat
- Heat generated between pad and paint is great at pad edge
- Cutting performance is greater at the edge of pad
- Burns, swirls, and holograms are easily created if too much pressure is applied or edge of pad stays in one place too long
- Faster material removal means its easier to go through the clear

Types of Rotary Buffers

Not much has changed in rotary tools and technology. Almost all rotaries are derivative of angle grinders and look the part. The motor is in the body of the polisher at a right angle to the spindle. There are only a couple varieties that place the motor above the spindle

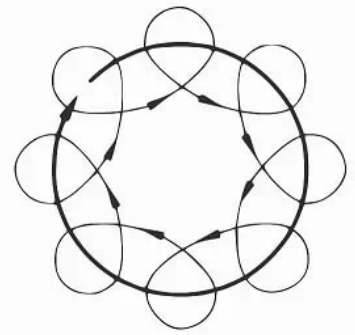
Regardless of appearance and age they all function the same. The motor turns the pad and backing plate in a perfect circle and are available as two speed or variable speed.

There are also adapters that turn power drills and other tools into rotary buffers. These actually work quite well because of how simple the operation of a rotary is but are equally as risky to use, and can be awkward especially on horizontal surfaces

Orbital Polisher

Function

- Pad and backing plate spin at different axis than the spindle
- Pad and backing plate rotation can be forced or free spinning (or both!)
- Variable speed



Risks

- Risk are greatly reduced over rotaries due to pad motion
- Pressure on a free spinning orbital slows pad down so risk from excess pressure and speed is greatly reduced
- Aggressive pads combined with aggressive compounds can leave behind micromarring (fine scratches) but it's very hard to do any real damage.
- Burning through paint is highly unlikely, especially on flat surfaces

Types of Orbital Polisher

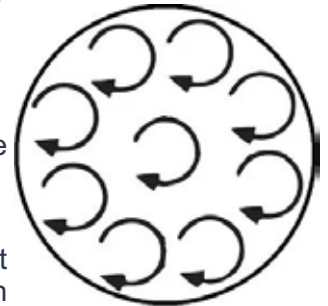
There are three main sub-types of orbital tools. Fixed Orbital, Dual Action Random Orbital, and Dual Action Forced Rotation

Fixed Orbital Polishers

Commonly referred to as “Wax Spreaders,” these orbitals are recognisable by their top mounted motors. They are sometimes labeled as “Random Orbital Polishers.” They are typically low amperage, low speed tools. The pad on them is large and oscillates around a fixed axis to mimic the motion of hand waxing rather than spinning like most other orbitals and all rotaries.

The pads on these tools aren't usually removable and instead rely on bonnets that are placed over the pad.

While these tools work great for applying and removing waxes and sealants they aren't great at compounding and polishing. Their low power, speed, and lack of rotation inhibit their ability to remove anything other than superficial defects. The vibration caused from the oscillating pad is also quite uncomfortable for long periods of use.



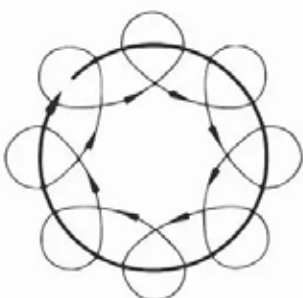
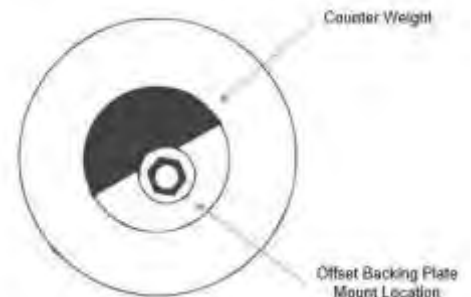
Dual Action Random Orbital Polisher

Affectionately referred to as DA Polishers, DA Buffers, or Random Orbital Polishers these are the most common machine polishers for compounding and polishing clear coat paints. They are used by both novices, hobbyists, and professionals alike.

You can identify a dual action random orbital polisher by their resemblance to DA sanders. The spindle is typically mounted perpendicular to the motor and is much larger due to the counterweight that is necessary to balance out the action of the polisher.

Why are they called Dual Action?

These polishers are called dual action because the pad spins on an axis that is offset from the axis that the spindle spins at.



The pad is also free spinning. This means the pad only spins because of the whipping action of the backing plate. The motor does not drive the pad directly. You can actually stop the pad from spinning while the motor is still turning the spindle. This causes a looping pattern in the motion of the pad relative to the paint.

Safety of the Dual Action

The ability to slow or stop the pad by applying pressure to the tool is what makes these tools so safe. Too much pressure simply stops the pad instead of harming your paint.

To keep the tool spinning and working the polish effectively you are forced to apply just the right amount of pressure making it an easy tool for novices to learn on without dire consequences of any mistakes.

Ergonomics of Dual Action Polishers

Newer models of dual action polishers have been developed with reduced noise, vibration, and weight allowing for more work to be done before tiring you out. Much like the rotary polishers the DA polishers can have top or side mounted handles and grips.

Effectiveness of the Dual Action

Advances in pad and polish technology have made these tools incredibly effective. It's now possible to buy pads and polishes that start out very aggressive to remove serious defect that then finish down to nearly perfect finishes.

Newer DA polishers have also been developed that have greater power and speed than the original DA Sander/polisher derivatives.

DA polishers also have the ability to use many different sizes of backing plates and pads to allow them to be used in tight spaces or over large panels. There are even compact dual action polishers that accept extra small pads for really tight detail work.

Cordless sanders like the one below fitted with an appropriate size pad are effective in applying polishes and waxes



Precaution's

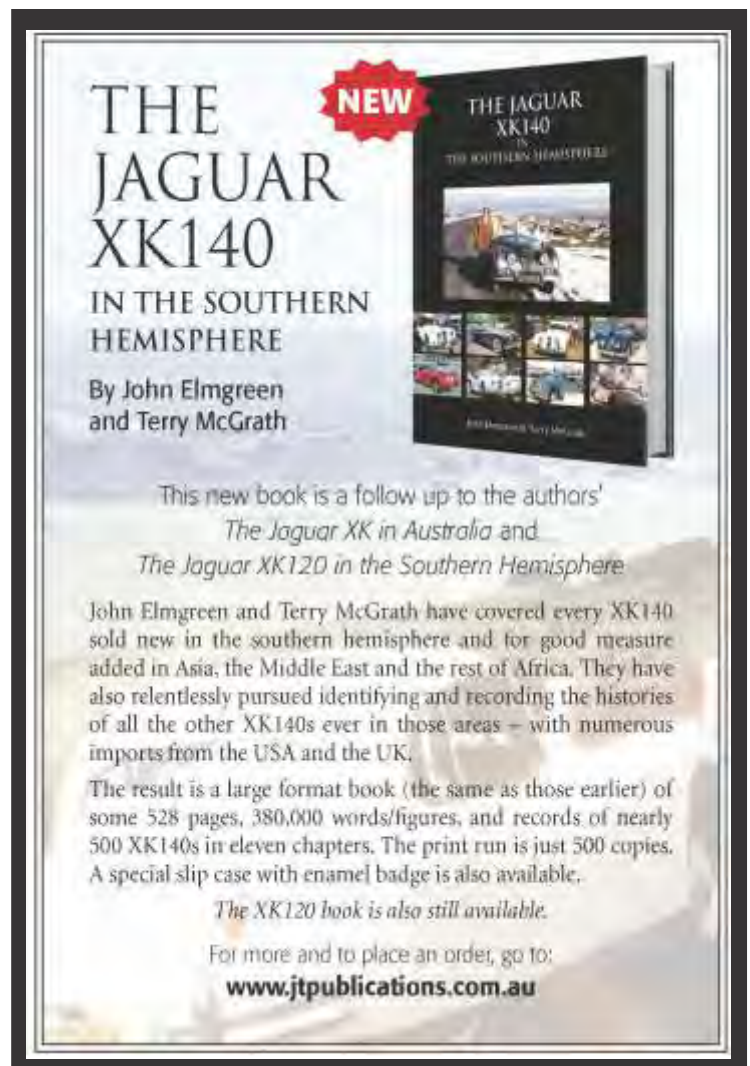
When applying any compound or polish by mechanical means, you need to protect susceptible areas of the car. These include:

- All rubber components,
- panel edges,
- textured plastics
- and high style lines.

The most effective method to protect these is with masking tape. A little extra care and time will prevent an unsightly or costly mistake.

In previous articles compounds and polish was discussed then pad combinations. The right combinations applied by mechanical polishers will rectify most surface paint defects.

Until next time, keep it straight and shiny
Mark.



NEW

THE JAGUAR XK140

IN THE SOUTHERN HEMISPHERE

By John Elmgreen and Terry McGrath

This new book is a follow up to the authors' *The Jaguar XK in Australia* and *The Jaguar XK120 in the Southern Hemisphere*

John Elmgreen and Terry McGrath have covered every XK140 sold new in the southern hemisphere and for good measure added in Asia, the Middle East and the rest of Africa. They have also relentlessly pursued identifying and recording the histories of all the other XK140s ever in those areas – with numerous imports from the USA and the UK.

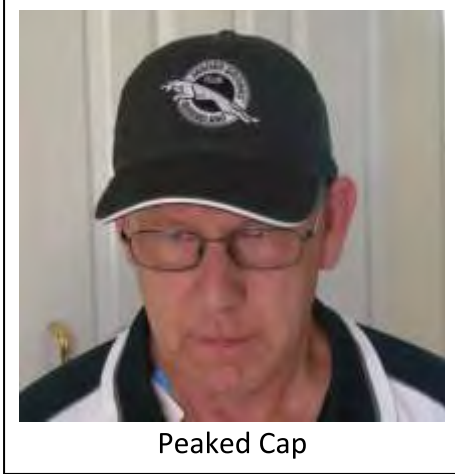
The result is a large format book (the same as those earlier) of some 528 pages, 380,000 words/figures, and records of nearly 500 XK140s in eleven chapters. The print run is just 500 copies. A special slip case with enamel badge is also available.

The XK120 book is also still available.

For more and to place an order, go to:
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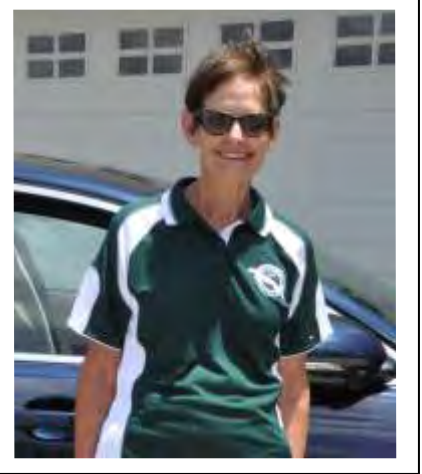
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62,000 km

Price: \$47,900

Contact: Stu Gross

Mobile: 0498 203 227

Email: stu12dozen@gmail.com Location: Beachmere



1991 Jaguar XJS 3.6L

5 speed manual

It is in the condition as per photographs Full history from day 1 Car has been serviced only by Marque Specialists and previously by Roadbend Motors in Western Australia and Sandgate Jag

Price: \$35,000 ono

Contact: Jim Tedman Mob: 0411 222 069

Location: Montville – Sunshine Coast



1998 XJ8 3.2L Sovereign Sedan

Been well looked after 57277 KMS

Only selling as I cannot drive any more been in storage for awhile Full service history Roadworthy Certificate Rego till March 24 I am the second owner Sunroof Back seat never been used

Price: \$25,000

Contact: John McLaren

Mob: 0418 780 480

Location: Gympie Qld



James the Jaguar, 1967 S Type Manual with overdrive,

90 % restored, the only things left to do are the center instrument panel and the old electrical system.

There is a complete history of everything done since we purchased James (so from 1983 to now).

A complete maintenance manual, a CD with a parts catalogue and several spares.

Offers around 15,000 AUD will secure him depending on whether he is going to a good home.

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Sale of Classic Jaguar Cars

The cars listed below are offered for inspection and sale only to bonafide purchasers, by appointment. Unless you are a serious buyer please ignore. Family and groups unwelcome. Due to long term storage all vehicles are not registered and will require minor maintenance flushing and fresh fuel, therefore no start ups or road tests. All cars are of great visual appearance, were last running well and are a unique opportunity for a collector to snap up as a total batch, or submit your best price on a one off purchase. All vehicles are located on the Sunshine Coast.



Jaguar Mk I Compact Saloon

Rebuilt around 14 years ago. This 1956 model has Heritage Certificate, and is white with red interior. Has a 3.8 litre engine, is a 4 speed manual and has power steering. It is equipped with 5 chrome wire wheels, and is a delightful car to drive.



Jaguar XK120 Competition, "C-Type"

An English built "Proteus" recreation. Has done club events on most Australian tracks. Was also formerly road registered and comes with all proof. Has original 16" wire wheels with car and is currently on 15" chrome wires for display, and are available at a price above that of the car. This drove well prior to storage and presents with enormous eye appeal.



Jaguar XK D-Type Recreation

Another stunning car with so much attention getting appeal. This car is a 2 owner Australian build example built by a former Bryson executive and known racing driver, with British components. Frame and suspension purportedly by Reynard and body by Ram. Very finely tuned and a very predictable car with maximum performance with several upgrades for you to enjoy.



Jaguar XK. 150 "S" F.H.C.

This has been blessed with a full rebuild, completed around 10 years ago at enormous expense and detail. Dark Royal Blue with Dove Grey leather. Has under dash air conditioning and non visually installed electric power steering, providing a most wonderful driving experience. Upgraded brakes and 5 new 16" chrome wires and appropriate tyres. Only 3 years ago it was suggested to me, this car would attract the same in Pounds Sterling to a collector, as it would in Australian Dollars. Definately one of the best.



Jaguar XK-E-Type V-12. F.H.C. In my possession for a number of years and has had a full motor, transmission, steering rack and pump, and air conditioning rebuild by well recognised trades persons. Many new mounts also. Sable with tan leather. Visually this car has an honest presentation and it's looks make this car to appear as it should have done when it was only 10 years old. It is a car of honest appearance and not an old cat. I have not driven this lovely example for over 2 years and it has yet to be run in. Five new white sidewall tyres on factory C.S.W.'s. This is a prime purchasing opportunity, where you buy and enjoy, and are not faced with the massive expense, that I did. This is a model that will prove to be a better investment than a Rembrandt in the years ahead. Don't miss this great opportunity.

My 75th birthday and health has dictated the reason to sell this really smart collection. All would look sensational in the confines of a museum, while you watch your investment grow.

Please mail me with your contact details and expressions of interest, and cash offers to: PLEASE NOTE BELOW

All contact via e-mail to: esfirst@proton.me

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Location: Queensland

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Price: \$4,450

Contact: Stephen Hobbins Mob: 0412 700410

Email: mhobbins6@bigpond.com Location: Newcastle NSW



Jaguar S-Type 3.0 litre Luxury 2006MY

First registered 5/2007 143,000km, all service records available One owner, immaculate condition, never damaged, unmarked inside and out. Always garaged, 6 months registration. **Price: \$15,000**

Contact: John Brain Mob: 0408 216 578 Email:

jmbart28@gmail.com Location: Carrara, Gold Coast



Project car for sale at Carrara QLD 4211

Runs well but is unregistered and has been sitting for over 12 months and now has some panel rust, and back doors sticky to open. Paint and panel work now required, as well as some interior. Comes with spare wood and interior door panels. Fitted with generic radio/cd player but has original Jaguar radio/cassette not working. Books/Receipts from original dealer and owner in Birmingham UK. Imported into Queensland in 1991. Current owner has had since 2007. Want this special car to go to a Jaguar lover and not just scrap yard. Any reasonable offer will be accepted.

Price: Offers Invited

Contact: Glen Hunter Mob: 0407 577 552 Email:

gph267@gmail.com Location: Carrara QLD 4211



1974 Daimler Sovereign Series 2

One family owned. Australian delivered. 2nd engine 4.5L – 71729km Sheepskin covers, new roof lining. Twin fuel tanks. Immobiliser. Air con not working and is unregistered. More photos available.

Price: \$14,000 negotiable

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Mob: Glynne 0414 757 499 Joe 0412 742 906

Email: glynnefil@bigpond.com

Location: Joyner (Brisbane)

PARTS & ACCESSORIES



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Price: \$250

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Mob: 0458 514 255

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Email:

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Mobile: 0418 103 737

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Mk1, MkII, 240, 340, Daimler V8



S-type



420 Compact



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