

# Queensland **JAGUAR**



*Driver*

*May - June 2024*



Official Journal of the Jaguar Drivers' Club of Queensland  
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# Queensland Jaguar Driver May - June 2024

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



Hi Everyone,

Firstly, I must apologise for the Paint and Panel stuff up in last issue, totally my fault, senior moment, can't promise there wont be more. The missing article will appear in this issue alongside the regular article for this issue. Secondly, before

all of you gentleman out there start emailing or phoning me, I know we don't have a photo of a car on the front page, two reasons for this, most importantly, the front cover for this issue is of some of our ladies/wives/partners, they represent the other half of the membership, the ones who don't get their own membership number but are there supporting their 'other halves', making cakes, sausage rolls, pies etc for morning teas or picnic lunches, listening to you wittering on about 'what's wrong with the Jag now, I think we deserve a place on the front page for once. Anyone still not happy about it, please send your complaints to Wendy, she will know what to do with them. The second reason for no car is that nobody and I mean nobody is sending me their car photos. If you would like your Jaguar featured on the front page, then please send me a portrait photo, to editor@jagqld.org.au ideally not with washing on the clothes line in the background, people can be in it, as I've said many times, we may be a car club but we are also about people and socialising. Finally, thank you to all those club members who donated to my Laps for Life swim, the end result was 564 x 25m laps or 14.10 Klms, and \$1320 raised, thank you all once again.

That's it from me for this issue, travel safe, stay healthy and have fun, until next issue,

Your Editor, June

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### Cover Picture

Some of the Darling Downs ladies at Peacehaven Park

### Next Jaguar Driver Magazine.

Deadlines for  
Closing Date for Contributions 24 June 2024  
Classifieds Deadline 22 June 2024

### Life Members

Margaret Rowse	May Gaudion	Graham Hein	Loy Latimer
John & Monica Tupicoff	Peter & Michelle Drew	Colin Galley	Robin & Valerie Todd
Len Henderson	Ray & Gwen Howlett	Di Cooper	Peter Lehrke
Lorraine Andersen	Barry & Joy Cooper	Jim & Maureen Reid	Paul & Josie Mittelheuser

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# Jaguar Drivers' Club of Queensland Forthcoming Events

## MAY - JULY 2024 EVENTS

### Brisbane Register

Thursday 13th June	10am Meet, Greet & View Jaguar Stories exhibits Brisbane Motor Museum contact Joy & Barry Cooper
Sunday 16th June	10am - 3pm RACQ Motorfest Brisbane Exhibition Grounds contact Graham Heather
Tuesday 18th June	7.30 pm Register Meeting Club Yeronga contact Joy Cooper
Fri-Sun 28th-30th June	Christmas in July in Roma details TBA Neil Summerson
Wednesday 3rd July evening	Tina- Tina Turner the Musical at QPAC Jeanette Lind
Sunday 14th July	Mac's Bridge Classic & Sports Car and Aircraft Festival Caboolture Aero Club Tony Nelson

### Capricornia Register

Saturday 25th &/or Sunday 26th May	Raglan Old Station Fly in details TBA . Sunday Baralaba 'Classics by the Dawson' Car Show, lunch at Banana Join with the MG car club, to be finalised.
Sunday 16th June	Morning tea and meeting at Early Birds Café Rockhampton. Drive to lunch at Keppel Sands Hotel
Saturday/Sunday 13/14th July	Join with Mackay/Whitsunday Register Christmas in July at Eungella
Friday/Saturday 19/20th July	Queensland Heritage Rally at Biloela

### Darling Downs Register

Tuesday 7th May	Richard's Darling Downs coffee/lunch morning contact Richard 0746361051
Wednesday 8th May	Classic Monoque Register lunch Golf Club Warwick contact Robin 46648509
Saturday 25th May	Modern Compact/Chassis Car Registers lunch Bottletree Pub Glamorgan Vale contact Terry 0409072500
Tuesday 4th June Richards	Darling Downs morning coffee/lunch at Aromas High Street shops Toowoomba 0746361051
Sunday 9th June	Poker Run organised by Ron and Kara
Wednesday 12th June	Classic Monoque Register lunch Greenmount Hotel Greenmount contact Robin 46648509
Saturday 22nd June	Modern Compact/Chassis Car Registers lunch Bottletree Pub Glamorgan Vale contact Terry 0409072500
Tuesday 2nd July	Richards Darling Downs morning coffee/lunch at City Golf Club South Street Toowoomba 0746361051
Wednesday 10th July	Classic Monoque Register lunch Marburg Hotel Marburg contact Robin 46648509
Saturday 27th July	Modern Compact/Chassis Car Registers lunch Bottletree Pub Glamorgan Vale contact Terry 0409072500 (This will be a Christmas in July Event)

### 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**

## Gold Coast Register

Wednesday 1st May	Mid Week Run to Miami Tavern T. Ross 0475001197
Sunday 19th May	High Tea @ Royal Pines Golf Club D. Hogan 0413878098
Monday 27th May	Monthly Meeting (see flyer for new venue)
Saturday 1st June	Annual St. Bernard.s lunch A. Kontalis 0418467023
Sunday 16th June	Lunch run to Royal Hotel Harrisville R. Howlett 0408769118
Monday 24th June	Monthly Meeting ( see flyer for new venue)
Sunday 7th July	Christmas in July R. Kup-Ferroth 0412590458
Thursday 18th July	Lunch run to Mt. Alford A. Danks 0437532475
Monday 29th July	Monthly Meeting (see flyer for new venue)

## Mackay - Whitsunday Register

Sunday 2nd June	All British Day Townsville
7/8/9th June	Tully celebrating 100 years Invitation from Townsville Jag Club
4/5/6th July	Christmas in July Camp Kanga Proserpine

## Sunshine Coast Register

Tuesday 21st - Thursday 23rd May Away trip to Toowoomba

## Wide Bay Burnett Register

Tuesday 30th April/Wednesday 1st May/Thursday 2nd May	Three day Venture to the Darling Downs Area see itinerary flyer inside magazine.
Sunday 19th May	Morning tea at Helltown Cafe, Gympie then visit to Roadside Relics and lunch at The Phoenix Hotel.
Sunday 16th June	Wallaville BYO morning tea held in park in Apple Tree Creek lunch at The Old Mill Store Wallaville
21st July	Shed Day at Arthur Bock's place in Maryborough BYO Morning Tea and lunch at a hotel in Maryborough

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

### **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.

# *Jaguar Today*



*President Di Cooper*

Hello fellow Jaguar Lovers,

First of all, I can't believe that by the time Members receive this addition of our Club Magazine we will be nearly halfway through the year. The days are really flying fast.

This now brings me to tell you our 50th Anniversary for the Qld Club is quickly approaching. The Club was formed in May, 1975. We are working towards having a week-end celebration, possibly a car display on the Saturday, with a dinner on the Saturday night. At this time we haven't locked in the date (remembering Mother's Day is in May), but date and venue will be advised to Members as soon as possible. We are hoping to hold the celebrations where it will be easily accessible to all Registers.

Roger Wilkinson the Club Historian is compiling a 50th Anniversary Book, if you have any photos or stories that may be of interest please contact Roger. The book will be made up of 10 year sections, so start looking thru your libraries. If Members wish to help with the organisation for the weekend please contact Wendy Gross our Club Secretary.

With the cooler weather starting there are quite a few Display Days happening, R.A.C.Q. Motorama, Macleans Bridge and All British Day, for those Members who have never been to these yearly events they are a great way to see our beautiful Jaguars on display, plus many other makes. Always a great day out with friends and fellow enthusiasts.

My thanks again to all our hard working Committees, and those Members who work behind the scenes to make the J.D.Q.C. a Club that we can all enjoy.

Happy Mother's Day to all our wonderful Ladies.

Di Cooper, President.

# JDCQ Gold Coast Register

lunch at Harrigans Irish Pub, Jacobs Wells



Greendays Restaurant Bundall



# JDCQ Gold Coast Register

## Gold Coast Register New Meeting Venue

The venue for the Gold Coast monthly meeting has been moved to the Lonestar Tavern, corner of Markeri Street and Sunshine Boulevard, Mermaid Waters for a three months trial period. As before the meeting will start at 7.00pm, but dinner will be available at 6.00pm. Dinner orders will need to be placed with the hotel by 5.30 pm and will contribute to the cost of the room hire. Our Treasurer Brian Hogan has agreed to collect payment for the meal (in cash) prior to the dinner. The cost for each meal is \$20. If members are delayed but intend to have a meal, please call him on 0413 878098. The Seniors menu is typical of that offered by most hotels and taverns. Tea and coffee will be provided free at the meeting.



## Ross Evans Garden Centre Runaway Bay





# PAINT AND PANEL

By Mark Thompson - JDCQ DD

In 1887, Joseph Binks was a maintenance supervisor for Marshall Field's Department store in Chicago. Marshall Field's had miles of basement walls that needed to be whitewashed regularly, it took weeks to finish a level on a multi level building using brushes and buckets. In an effort to speed the task, Binks combined a hand-operated pump, a vessel to hold the liquid under pressure and a wand with a nozzle on the end – much like a pump-up garden sprayer. The whitewash was strained into the tank, pumped under pressure by the hand pump and propelled out the end of the wand.

Binks had the opportunity to expand his vision when, in 1893, the Colombian Exposition was held in Chicago – an event on the scale of a World's Fair. But with just days before the opening, 90 percent of the buildings housing the exhibits were still unpainted. Enter Joe Binks' Paint & Whitewash Spraying Machine. The exposition was referred to as "The White City" in the press.

Uses for Binks' invention grew steadily. In addition to whitewash, disinfectants and insecticides also lent themselves to spray application, and the Binks unit became a mainstay in agricultural operations around the world in the early part of the century.



In 1888 in Toledo, Ohio, a doctor specialising in treatment for ear, nose and throat disorders had a problem. Dr. Allen DeVilbiss was frustrated with his efforts to medicate sore throats. If he gave his patients medication in liquid form, it quickly passed over their throats and was swallowed. To alleviate this, DeVilbiss combined a rubber bulb, some tubing and the base of an oil can to invent the first atomiser. By squeezing the bulb, air was propelled over the top of the tubing, lowering the atmospheric pressure and causing the medication to rush upward to fill the partial vacuum. Once up into the air stream, the tiny atomised particles of liquid medicine

rested on the inflamed tissue of the patient's throat long enough to do some good. This is exactly the same principle that suction feed spray guns work on.

In 1907, DeVilbiss' son Thomas expanded on his father's invention and created the first hand-held, air-powered spray gun. By blowing compressed air across the top of a pickup tube submerged in liquid, he created a controllable pattern of atomised material.

The first use for Thomas DeVilbiss' spray gun was in the furniture industry. Just as they would eventually do in automotive finishing years later, spray guns drastically reduced the time required to finish a piece of furniture.

At about this time, many manufacturing operations used water to cool parts of their process. Cooling water for re-use fostered the advancement of nozzle technology.

One popular way to cool water was to aerate it into a mist to dissipate the heat. Applying the lessons learned about nozzle design, allowed Binks to make his pressure sprayers work better, too. And in 1919, Binks introduced his first hand spray gun using compressed air and sold it to a manufacturer to apply carpet dye.

Before 1924, cars were painted by hand with a brush using shellacs and varnishes. While the earliest assembly-line process enabled the car to be constructed fairly quickly, the paint process took as much as a month. By using the new air spray guns, completion time per car was shortened to about a week.

The DuPont Company introduced nitrocellulose lacquer finishes in the 1920s. Because the solvent (lacquer thinner) evaporated so quickly from the paint film, it couldn't be brushed smooth. The new air spray application was the only option. The 1924 Oakland automobile was painted using DeVilbiss spray guns and DuPont Duco paint, and the cycle time went from a week to two or three days – 10 times faster than brushing on shellac.

During the 1930s, both DeVilbiss and Binks offered hand spray guns that made changing colours easy. The Binks Model 7 and the DeVilbiss Model MBC were constructed so that the entire spray head assembly, complete with air cap, fluid tip, fluid needle and paint pickup, could be dislodged from the gun body by loosening a single bolt. It was also pretty easy to switch from painting the cars on the assembly line black or dark blue.

In the 1940s, spray gun sales took off. Not only were people spraying paint or dyes on every manufactured product, but they were also being used in bakeries and in dry cleaning processes.

By the 1950s three styles of automotive spray gun were (and are) prevalent: siphon feed, gravity feed and pressure feed.

- Siphon feed has the pickup tube pointing down into a cup. When compressed air passes over the top of the pickup tube. The paint in the cup rushes up to fill the vacuum, and the paint gets caught in the rushing air and is blown into small particles by the high-pressure, swirling air.
- Gravity feed has better transfer efficiency because the paint naturally falls into the air stream and atomises through the air cap. The added advantage is they use every last drop of paint.
- Pressure feed incorporates Binks' first invention and has the advantage of pushing the paint up to the air cap. This delivers more paint than suction or gravity gun. By forcing the paint out through a nozzle, some atomisation occurs. Add more atomisation from the compressed air, and you can put lots of paint on the target, fast. these type of sprayers are referred to as pressure pots and are generally used to paint large areas

# PAINT AND PANEL

All hand spraying done on car production lines is pressure feed because of its speed and ability to spray upside down.

In order to improve transfer efficiency, thereby saving money and material, electricity was added to the spray gun mix by the 1960s. Electrostatic painting means high voltage (up to 100,000 volts) runs through the part, and the opposite charge runs through the paint. The paint is sprayed through a special gun that not only pumps up the paint to the air cap, but also charges each paint particle as it leaves the gun. When the paint and part get together with their opposite charges, the paint literally leaps onto the part. There's no disruptive compressed air to blow the paint off target.

Special guns that blend two-component products established themselves in the '70s and are now used to spray everything from foam insulation to fibreglass. Many specialised combinations of material delivery, material temperature, blend ratios, pattern size and coating thickness can be built into these 2K spray systems. Often built onto a robotic arm, these guns ensure repeatable consistency for very complicated paint procedures. Using robotic painting arms to apply paint serves two purposes: It keeps human painters out of a hazardous and unhealthy atmosphere, and it also provides for exact duplication on every painted part.

Powder coating is a derivative of electrostatic technology and though it's been around for decades, it really came into its own during the '80s. The painted object is grounded, and the powder is positively charged in a special spray gun. Once applied to the part, the powder is then heated until it melts smooth.

An important piece of spray gun history was the advent of the high volume, low pressure gun (HVLP) design. Around since the 1930s, HVLP came to the forefront in the '90s as a response to 1987's Rule 1151 in Southern California. Air pollution was a problem, so high transfer guns (65 percent +) were utilised to reduce smog. The same problem was the need for the National Rule about VOC (volatile organic compound) content in paint. The result was thicker, more solid paint, requiring smaller fluid tips to spray successfully with any spray gun. HVLP spray guns became a household name not only because of pressure from regulators, but because of their ability to save material cost by actually applying to their target instead of into the air. HVLP guns were originally attached to an electric carpet vacuum cleaner running backward. The principle is to atomise and propel the paint at low speed and in big droplets to prevent the paint from swirling off target. This HVLP technology can be applied to any of the three spray gun styles, siphon, gravity and pressure feed.

Of the three types of guns pressure feed HVLP has the highest transfer efficiency and is what the Southern California regulators had in mind when they passed Rule 1151. Because the paint is forced up to the air cap by pot pressure and then propelled out at low atomisation pressure, much more of the paint strikes the target.

Conventional spray guns have been around a long time and are widely used in the market place. HVLP (High Volume Low Pressure) spray guns can improve transfer efficiency to around 65 per cent but there appears to be limitations with control of the finish either because the spray guns are very sensitive to small pressure fluctuations or they produce unacceptable levels of orange peel. Some manufacturers view HVLP as old, even superseded, the technology having been in the market in excess of 30 years. As the name implies, the guns need large volumes of air to produce even a marginally satisfactory finish. Air usages of 16 cfm (cubic feet per minute) and higher are most common and the low air cap pressure of only 10 psi can lead to average atomisation of today's high solid paints. Operators have a tendency to increase pressures above recommended levels to increase application speeds and atomisation quality and thus create even greater problems with air consumption whilst at the same time reducing transfer efficiency. Spray painting with a small compressor will not produce the necessary air volume to satisfy the requirements of a HVLP gun.

HTE (High Transfer Efficient) spray guns have, more recently, been developed to overcome the problems associated with both of the preceding technologies (conventional and HVLP). Atomisation and application speeds are maintained with transfer efficiencies of 75 per cent to 90+ per cent achieved depending on paint types, using only 9 to 12 cfm. Many European businesses are adopting the new technology knowing that they can meet and even exceed the strict environmental laws that apply, whilst at the same time saving paint and energy in the form of reduced air consumption. Many of the leading manufacturers of spray guns have now developed models within their range that meet the specifications now generally associated with High Transfer Efficiency Spray guns.

New technology paints rely more heavily on controlled minimum paint thickness or film build to achieve their characteristics, often using clear over base application to achieve the colour and gloss required. It is at this point that consistency of the spray pattern becomes an important feature of the spray gun, allowing the lowest possible amount of paint to achieve the desired finished result. In most cases this is achieved more satisfactorily with the latest technology HTE High Transfer Efficient equipment.

I have had requests for an article on how to setup a spray gun, this will be in the next magazine. In the meantime

Kept straight and shiny,  
Mark

# PAINT AND PANEL

By Mark Thompson - JDCQ DD

Preparation is the key to any good paint job. In fact seventy five percent of a quality paint job is in its preparation. Its one thing to have a well prepared paintable surface, but another to not mix paint to manufacturers specifications and to apply with a spray gun not setup correctly.

There are many elements to achieve the perfect paint finish, these include:

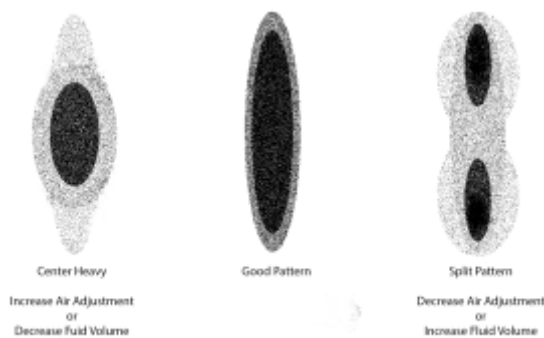
- \* Type of Paint
- \* Type of spray gun and setup
- \* Volume of air
- \* Air Quality
- \* Application Technique

Regardless of the type of paint whether it be a solvent or water based all should be thinned in the correct ratio to manufacturers specifications with the correct reducer, ie water, turps or thinners. Spray guns require paint to be more viscous than paint applied by brush or roller. The paint manufacturers Technical Data sheet (TDS) can be found on the label, internet or place of purchase.

This information also shows what size the spray guns needle and air cap commonly referred to as the guns setup is best. A primer is thicker and needs a bigger setup from 1.8, where as a clear coat will be best with a 1.3 or 1.4 setup. The TDS will also show the air pressure usually about 30psi or 2bar, flash off times (time between coats at a given temperature) and preparation requirements.

Many modern paints will specify recommendations for a HVLP gun but these guns have been superseded with high transfer efficiency guns. Even if you have a Regular Pressure gun the recommendations will still apply. In fact unless you have the air volume needed for a HVLP the specs will be useless anyway. High Volume Low pressure guns require a lot of air volume but at low pressure. Most only require 14psi at the cap. The problem is that unless you have an industrial air compressor you won't get the required air from a portable compressor. The moral to this story is that the compressor has to have the capacity to pump air greater than what's consumed. Remember tanks are only storage. Once air is expelled, pressure drops then the compressor cuts in to replenish that air. A 6cfm 250l compressor will not run a spray gun after the tank runs out. For car painting a 13 cubic feet per minute compressor its about minimum. Touchup guns and small jobs don't apply here as they have less air requirements

Any full-size spray gun will deplete a tank of air quickly. Continuing to spray while the compressor is trying to catch up creates moisture producing humidity blisters in the paint finish. An inline moisture filter won't substitute a suitably sized compressor, but is recommended regardless



When setting up a spray gun air, fluid and fan pattern all must be addressed to achieve the best results. The best adjustments start before paint is added.

Assuming the gun has no orifice blockages

1. pull the trigger, turn the fluid knob until you have resistance. At that setting it's still fully open
2. wind air pressure knob to fully open
3. fully open the fan pattern

a good accessory is an inline pressure regulator at the gun, this indicates pressure at the gun. Wind it back until you get 2bar or 30psi. Now fill the gun and spray a test pattern. Make the adjustments necessary to achieve the centre pattern. \*Tip\* hold the gun at approximately 6 inches away.

It may be necessary to wind the fluid tip in by 1.5 turns to reduce the amount of fluid, this may or may not be necessary depending on the gun. I have two Anest lawata Bel Aria's - one needs the adjustment the other doesn't, I don't no why but its an example of all guns are different. \*Tip\* adjust the fan adjustment to narrow slowly until there is a slight movement in the pressure dial. This should provide the optimum pattern as shown in the centre picture above, there will also be minimal fuzziness on the outer edges

Of course none of this means much unless you are;

- \*6 inches away - too close paint runs or too far away the paint will look dry
- \* travel speed is not too slow or fast. Slow, will result in runs. Fast, paint will look dry
- \* overlap at least 50% this will reduce banding ie you will see each pass of the gun

There are many variables to a good paint job not to mention having patience, but a good job can be very rewarding. Remember painting has its own agenda its intolerant of yours.

Until next time keep it straight and shiny  
Mark



# JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg Maryborough and Hervey Bay

## March Run to Teddington Weir and Toogoom

It was a beautiful fine morning in Gympie that greeted Toni and I. As this was our first real run in Gertrude the 420G I was a little apprehensive/terrified that it would all end in smoke, fire, armageddon etc... But never the less away we went for the shortish run to the meeting point at the BP just south of Maryborough.

The Big Jag performed flawlessly, and really surprised us both just how comfortable and easy she is to drive. We were second to arrive, Bevin, Sandy and Luke were already there. The other members soon started to arrive and the chatting and looking at Jags/Daimlers soon got underway. Bob then decided it was off time and we drove in convoy to the Weir. We set up near the cars, had or meeting and smoko, had a look at the weir, had another look at the cars, especially Mal and Jan's new XJS convertible, its very nice..

We then packed up as the showers were starting up and headed for Toogoom. Bob lead the way as usual, and

after about an hour we arrived at Goody's for Lunch. We were delighted to see Dave as well, without Margie, but it was really nice to see him. The food was excellent and the company as usual was great too. We then said our goodbyes and headed for home. Toni and I headed back along the coast road, and I managed to stretch Gerty's legs out a bit. She is a big comfortable cruiser on the highways, exactly what she was built for. Editors Note: A number of WBB members are having a run of very poor health over recent times. Margie is one who is quietly battling her health Mt Everest, with great support from husband Dave. Peter is going in for surgery next month, Gaylene is still quite unwell, and so is Bill. All Wide Bay Burnett members send our love and best wishes to you one and all!

**Get well soon all of you, as you are dearly missed at the runs.**





# 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



From the UK.  
This popped up the other day on one of my Facebook feeds..  
A rare "Coombs Jaguar 380", only a few where made.. Very nice...

## FROM THE NUT IN THE SHED NO. 11 By Peter Carlson...

In the last edition of FTNITS the nut previewed yet another brake fluid change (the XF), this one being more involved than the previous ones because I intended to remove the wheels at the same time and clean them inside and out. As well as that, there was pre-testing of the fluid for moisture content, searching for the correct brake fluid and finding a suitable bleeding tool as I didn't know if using my usual method of pumping the brake pedal to extract the old fluid would upset the ABS and EAB systems.

Firstly, the cleaning of the alloy wheels. When I first bought the XF (two years previous to this) from the original owner, the inside of the rims had never been cleaned, so while the wheels looked good from a distance, closer inspection revealed a heavy, thick black coating of solid brake dust behind the facade. With the wheels off I tried several methods of removing this but the best seemed to be degreaser and a pot scourer used gently so as not to scratch the surface, followed by a Scotch Brite type synthetic scouring pad. Several applications

were necessary before the alloy appeared. The front face of the wheels I just sprayed with degreaser and hosed off. With the wheels dried I sprayed them inside and out with Armorall Brake Dust Repellant which seems to be no longer available. Autoglym make one but it seems to leave a cloudier finish than the Armorall. Since

then I have regularly blown dust from the wheels and callipers with the compressor and spot cleaned the face of the alloys with a dry rag. This time (two years later) the job was a lot easier, just a spray with degreaser, (probably any wheel cleaner would do but degreaser is cheap) run a nail brush around the inside rim and hose

off. This time I tried spraying the wheels inside and out with Turtlewax Wax and Dry. It's a spray wax that is applied to the wet surface and then is very easily patted dry with a cotton cloth. It is supposed to be a repellant too and does give a glossy finish so I am interested to see how it holds up over the next two years. I have just used the same process on the wire wheels on the E so that will be an even better test. If someone else has come up with a better wheel cleaning routine I'm open to suggestions.

Incidentally, I have always used a tension wrench to tighten the wheel nuts on the XF to the torque specified in the owners handbook, which may have turned out to be a wise move. Vic Perry has told me that when he bought his XF (about the same time I bought mine) when he tried to replace the rear brake pads he could not

undo the overtightened wheel nuts without breaking off the wheel studs. Then he couldn't remove the broken off studs and had to replace the complete hub, but was lucky enough to find a wrecker with an XF. When I bought two new tyres for mine last year I took the rims in to have them fitted so I avoided any trained gorillas with rattle guns.

On purchasing the XF it was due for its annual service at the Gold Coast Jaguar dealership which the original owner very kindly had done before handing the car over to me, but I could not determine if the brake fluid had been changed at that service. So after twelve months I started testing the fluid every six months using a Repco electronic tester which seems to be quite sensitive to moisture in the fluid. Two years after that service the tester said 'Danger...too much H2O ...change immediately.' I was expecting that and had been searching for brake fluid that met Jaguar's specification without success. The Penrite Dot 4 I use for everything else did

not have the right ISO classification. Incidentally, I used to use Castrol fluid until Mario at Gympie Brakes told me he was switching to Penrite because it came in a sealed container. When he complained to the Castrol rep (the 'oils ain't oils' man) that their fluid (in unsealed containers) was testing positive to moisture already when

opened from new, the rep shrugged his shoulders and said he didn't know anything about that, all he knew was he had to see 90 bottles a month to keep his job! After that I checked Mario's assessment and sure enough the Castrol fluid showed some moisture present but still fit for use. Since switching to Penrite I've tested their's as well with mostly the same result - some moisture present. It's bottled in the UK so it's probably done on a drizzly day! But I've digressed. Anyway, one day by chance I spotted a new brand of brake fluid at Supercheap - Bosch ENV6 and it had the right ISO code I'd been looking for and it was in a sealed metal container and it wasn't much dearer than ordinary brake fluid. So I bought the three bottles they had in stock. I have since seen the same product at Bursons but \$10 a tin dearer and now Penrite Dot 5.1 has appeared with the same ISO code but also \$10 a tin dearer.

That just left finding a bleeding tool before starting the job. These days just about every tool I pick up finishes up causing me to bleed but that wouldn't help with the brake job. I gathered information on those that fit on the reservoir and pressurise the system and those that suck the fluid out from the wheel bleeder. I finished up with the latter because I couldn't get assurances that the former type would fit all reservoirs and in the case of the XF there might not be enough room to fit it. Although the sucker was made in China it has worked well and

made the job on the XF easier and successful. When changing the brake fluid I always check at each wheel with the tester to make sure the new fluid has arrived and don't rely on appearances. Next time stay tuned for 'Riverfire' !! ....to be continued

## Vale Helen Parmenter



Sunshine Coast Register was very sad to hear on Friday 22<sup>nd</sup> March that Helen Parmenter finally lost her battle with cancer. She certainly gave that fight everything she had and never lost her love of life. We were honoured

that our Register was invited to a "Remembering Helen" morning tea on 6<sup>th</sup> April at Pacific Harbour Country Club, which was held in lieu of a funeral. Helen herself had done a lot of the planning and her family made sure it was as she would have wished, elegant, beautiful, tasteful and full of glorious flowers. Over a dozen Sunshine Coast members attended and many more who were travelling sent their regrets for missing it. Helen is held in high esteem by the Register.

We knew her best as the Editor of Cat's Tales for several years and her work on the Sunshine Coast Committee where she contributed effort and deep thinking about the issues at hand. She and husband Ken regularly led runs which were just that little bit different but always great fun. They certainly were regular attendees to events when their busy travel schedule allowed. JDCQSC was not Helen's only interest. She was a regular cyclist until recently, a volunteer at Bribie Island Arts Centre, a member of Bribie U3A and took a number of classes there and a keen book clubber. She

was a keen seamstress and gardener and loved the arts and Maddie, her cavoodle. And that's just for starters! She was so full of life! The Register misses her and honours her memory. We will welcome her beloved Ken at any event he attends.



*Foxbar Melbourne Cup Day*



*Sharing insights with Treasurer John*

*Wendy Gross*

Sunshine Coast Register Chairman



*Western breakfast for "Day in the Country"*

## Landsborough to Woombye...the long way

I have known Wendy and Stu for 17 years. Stu was a pilot and is intimate with grid references. Together they have a background in 4wds and off-road navigation. One thing you can bet the farm on, is the accuracy of their run sheets. The second thing that the Gross's pride themselves on is the discovery of "new" roads. The new part doesn't mean you can smell the tar, just so you can't feel misled.



Pioneer Park was the event start at the top end of Landsborough, which is the venue for everybody, from ankle-biters and their playgrounds to Seniors with great loos and shade. It's all there.



With the recent liberalism afforded to us folk that scribble, I offer a few lines of who brought what on the day. Stu and Wendy in a Jaguar E pace, Laurie and Sue upping the ante with its big brother, an F Pace. Colin and Lyn in a model 340 which together with Chris in his Daimler 250 showed us what classic lines are all about with their very similar bodied cars. Ian and Vicki with an XF which is a big car!





# JDCQ Sunshine Coast Register

Stu and Wendy in a Jaguar E pace, Laurie and Sue upping the ante with its big brother, an F Pace. Colin and Lyn in a model 340 which together with Chris in his Daimler 250 showed us what classic lines are all about with their very similar bodied cars. Ian and Vicki with an XF which is a big car! Rick and Lou in an XJ6, Jim and Penny with guests, also in an XJ6, John and Debbie in an XJR, Ralph and Suzy with an XJ8 and Lindsay and Susan in a 300 series Sovereign. Peter was making lots of noise in his red F type and I was in a "modern".



Single file or follow the car in front was the directional cue. I was the tail end etc...you got it! The northerly route used every good bit of tarmac available to get to the Maleny area, only missing Obi Obi from my list of favourites. Hunchy, Razorback and Tunnel Ridge roads were there to quicken the pulse of anybody that



enjoys a good corner. There was a tricky bit getting into Montville Central with the bleached bones of those who didn't, to remind you to get it right. The dairy at Woombye was, for some, the reason for being here. The cheeses list that I saw, focussed on the Brie and Camembert styles, which are just so practical for Johnnie's school lunchbox... perhaps not. Clearly am not capable of reading street numbers which were "totally random", as my 14 yrs old niece is wont to utter and missed all that bit. Mr Herbert showed excellent tolerance for my "excited" state of navigational error, but the dairy was for next time, as I hightailed it to the pub for lunch at Woombye.

This day was why the club's moniker has the word *drivers* in it. Those amongst you, who dusted off their special cars to enjoy the roads together with the company of others who are like minded, understand how it works. Thanks to Wendy and Stu for a faultless experience.



*Charlie 18<sup>th</sup> April.*

It was sad that Charlie missed Woombye Cheese Company. Bethany gave a lovely spiel and even lovelier samples of their great cheeses. A lot of cheese was bought which tells us something. We will be there again.



*Wendy, who also took the photos*

# JDCQ Sunshine Coast Register

Woodford or Bust by Rick and Louise Blundall (with help from Ralph Johnston) or... **A run between eateries**  
Tuesday March 19<sup>th</sup> 2024



Rick and Louise had to cope with a lot of variables in the execution of this event. I do think "thank God it's over" may have featured by the end of the day. For those of us who read the missals, website and Facebook, (that's all of us) you would know that there were a few versions. The first was "a



picnic at *not* Hanging rock" but close to.... "The Gantry" at D'Aguilar National Park. According to the Department for all things, this remnant of SE Queensland's timber mill history had everything from electric BBQs to toilets that flush! Unfortunately, 2wd access is not wise after record March rainfalls. Oh dear, Rick and Louise put their heads together and decided that a relaxed departure from our starting point at Bucks Bakery in Landsborough together with deletion of the picnic, may be key to the solution.



So it was, settle in for more chat and coffee and umm, those pastries weren't half bad either. I recall we finally moved out about 11am. It was a follow the leader affair, happily with Tail Enders Graham and Jill in their quick looking XE behind. In no order were Rick & Louise (XJ6), Ralph & Suzy (XJ8), John & Debbie (XJR), Charlie (XJR), Chris (Daimler 250), Sandra & John (Mk2), Colin & Di (XJ8), Nigel & Beverley (Mercedes Coupe), John H (XJ6), Rick and Louise (XJ6) and Stu and Wendy (epACE). Tony and Karen met us at the pub.



Understandably Rick and Louise had no opportunity to map out the exciting and challenging roads that we are so spoilt with on the events in the SC chapter. Instead we had the Kilcoy Beerwah Road. No point in complaining; it wasn't the M1 after all, and the views weren't too bad.

# JDCQ Sunshine Coast Register



Just to unsettle us, there was a sprinkle as we headed out parallel with the railway line from that gigantic parking area that would look more suited to Costco than rural Landsborough.

The journey was uneventful with only a remotely controlled 1way section delay for roadwork around Maleny. So, there was no road worker to glare at, whilst the minutes ticked away. At least, post Buck and his pastries, we couldn't complain of rumbling tummy syndrome.

At the Woodford hotel, members just had enough time to find a seat and peruse the menu, but insufficient to beat the wave of patrons unloaded from 3 Anglicare busses that were a bit quicker off the mark than we were. The queue to the kitchen ordering area was a static affair, as those patrons demonstrated their resistance to digital payments by exchanging coin of the realm for each individual purchase. Patience is a virtue, only possessed by some.



Considering our attire with name badges prominently pinned and noted by the young lady happily approving our credit payments, the confusion with meals delivery was perplexing. If the delivery of your tucker had some random elements, at least it was prompt (for most), satisfying and fair value, which is probably the aim of the exercise for a pub lunch.



I excused myself from the *men & motoring* end of the table after feeding, to experiment with some videoed walkarounds to club vehicles of my choice, based on aspects that I find interesting. My scope was mostly cars parked in the Woollies carpark. The images were not close range and I didn't touch anything, so if during the next wax and polish, you find fingerprints, they aren't mine. More on that project later.

Words by Charlie



# QUEENSLAND HISTORIC MOTORSPORT EVENTS 2024



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Photo: HSRCA

**16-18 Feb\***

## **TTT Day & Super Sprints**

*Open to Modern and Historic Cars*

**Morgan Park  
Raceway**

**26-28 April\***

## **Autumn Historic Warwick**

*Open to all 5<sup>th</sup> Category Cars*

**Morgan Park  
Raceway**

**5-7 July\***

## **Shannons Motorsport Festival**

*Celebrating 60 years of Mustang*

*Open to Modern and Historic Cars*

**Queensland  
Raceway**

**17 - 20 Oct\***

## **Historic Queensland**

*Open to all 5<sup>th</sup> Category Cars*

**Morgan Park  
Raceway**

These events are promoted by -

**Historic Racing Car Club (Qld) Inc.**

[www.hrcc.org.au](http://www.hrcc.org.au)

[info@hrcc.org.au](mailto:info@hrcc.org.au)

Phone: 0424 321 072

\* Disclaimer: HRCCQ has planned for these events to take place during 2024 on these dates. However, situations may arise where events are brought forward, postponed or cancelled.

# 2024 MAC'S BRIDGE

# Classic Car & Aircraft Festival



**SUNDAY  
JULY 14**

**2024**

**CABOOLTURE AERO CLUB**

**Aerodrome Road, Caboolture**

*(see reverse for location map and directions)*

**101 5E**

Community Partner



**TRIUMPH SPORTS OWNERS ASSOCIATION QLD** have been joined by **MX5 CLUB QLD** and **CABOOLTURE AERO CLUB** in organising the 2024 event which will be at a new location with exciting new attractions. In addition to the usual car display, visitors will be able to view a selection of classic aircraft exhibits. Three awards for Presidents Choice are to be presented at completion.

## FURTHER ENQUIRIES

**MURRAY CLARK** - [murrayclark1@bigpond.com](mailto:murrayclark1@bigpond.com)

**PEARCE BOWMAN** - [pearcebowman@gmail.com](mailto:pearcebowman@gmail.com)

## ENTRANCE FEES

DISPLAY CAR - \$20 PER CAR

VISITORS (INCLUDING PARKING) - \$15 PER CAR

## GATES OPEN

DISPLAY CARS - 7:00AM

VISITORS - 9:00AM



**TICKETS** →

[www.eventbrite.com.au/e/2024-macs-bridge-classic-car-aircraft-festival-tickets-833925502627](http://www.eventbrite.com.au/e/2024-macs-bridge-classic-car-aircraft-festival-tickets-833925502627)

For more information visit [TSOAQ.org.au](http://TSOAQ.org.au) and click on the Macleans Bridge page just under the logo

Mac's Bridge is back bigger and better for 2024.

This year the Triumph Sports Owners Association Queensland have been joined by the Mazda MX5 club and Caboolture Aero Club to host of the event. The event is to be held on the grass cross strip (closed for the day) at Caboolture Airport which is at the end of Aerodrome Road, Caboolture (use exit 152A towards Bribie Island, take the first turn left once over the M1 overpass to Aerodrome road and follow the signs).

In addition to the usual comprehensive classic car displays, there is the additional attraction of viewing classic aircraft and warbirds that will be parked adjacent to the car display. Approximately twenty WW2 and early 1950 aircraft are expected ranging from Tiger Moth, Chipmunk, Stearman, Harvard/SNJ to a T28 Trojan. A display of working radial engines is also planned.

The Australian Aviation Heritage Centre is also located at Caboolture Aerodrome and visitors will be able to view their aircraft and restoration facilities at a modest entry fee. The most notable of their exhibits is the large ex RAAF Caribou as well as Vietnam era RAAF Huey helicopter as well as many other historic exhibits.

Its going to be a tremendous car and aircraft display event for all to enjoy with Community Radio 101.5FM playing classic hits from the 60's to 80's. Prizes for the best car on the field will be made by the three Club Presidents as well as the Inter Club Competition Show and Shine event. Plenty of food, drink and coffee vendors will be easily accessible and public facilities are located nearby. Bring your hats, sunscreen and photographic equipment for an exceptional day on the grass.

Mark down July 14th 2024 on your calendar, bring your mates and come along to join the fun.  
Gates open at 7am for exhibitors (\$20 per car), 9am for visitors (\$15 per car).

You can preregister at [www.eventbrite.com.au/e/2024-macs-bridge-classic-car-aircraft-festival-tickets-833925502627](http://www.eventbrite.com.au/e/2024-macs-bridge-classic-car-aircraft-festival-tickets-833925502627). If you need more information please contact Pearce Bowman ([pearcebowman@gmail.com](mailto:pearcebowman@gmail.com)) or Murray Clark ([murrayclark1@bigpond.com](mailto:murrayclark1@bigpond.com)) for more information.

We all look forward to making the Macs Bridge Car & Airplane Festival at Caboolture, great fun and an enjoyable day in the winter sunshine.



## Jaguar Drivers - Theatre Evening

QPAC South Bank Brisbane.

Wednesday 3 July 2024 7.30 p.m.

Gather for drinks / meal downstairs in the  
Courtyard from 6.00 p.m. River end.

### TICKETS:

Group Concession. \$89 Group Seniors \$119  
(Normal Price for these tickets is \$149)

Please pay Brisbane Jaguar Register  
BSB 484 799 Account 506 117 953  
Due Date 15 April 2024  
Contact Jeanette Lind 0417 920 780

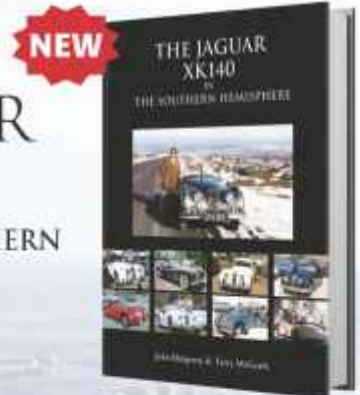
TINA DURATION: 2 hours & 45 minutes, includes 20-minute interval TINA WARNINGS:  
Age recommendation: 14+

Production warnings:  
This performance contains scenes of domestic violence, sexual abuse, firearms, drug use, coarse language, racial slurs, strobe lighting, loud music, theatrical haze, and the simulated smoking of cigarettes.

Casting notice: The producers cannot guarantee the appearance of any particular artist at any performance. No refunds or exchanges will be offered as a result of an artist's unavailability to perform at any performance.

## 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:

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

## Library News with the Club Librarian Ray Hodges

### JAGUAR SPORTS CARS

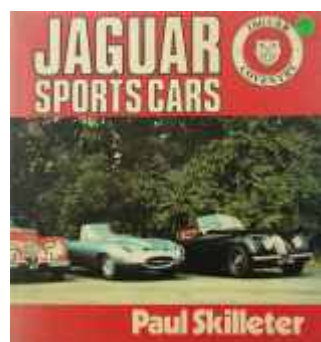
**GB 7: Jaguar Sports Cars.** Author - Paul Skilleter. First published in 1975 by Haynes Publishing Group.

In terms of outright performance and value for money the Jaguar, in 1975 was the most famous mass-produced car in the world. This fame stretches back to the first SS100. Here is a chronological history starting with the original Austin Seven Swallow of 1927, through the S.S. 90 and the classic SS 100 Jaguar. Soon after the war came the supreme XK120 followed by the XK140, XK150 and then came the E type, a car which impressed more than any other. These then were the road cars, even if they were often used in motor sport.

Jaguar cars have always seen their main role as one of saloon car manufacturers intending to use the success of their sports cars as advertising. Even so the tremendous victories of the C- and D-types are epic stories in themselves, and probably had an even greater effect on Jaguar's reputation than was realised at the time.

Also included are details and photographs of the many special bodied Jaguars, one offs and prototypes such as the XJ13. Many Jaguar engine variants such as the Lister Jaguar are also studied closely. The book is an informative read of 360 pages, covering many personalities of the time.

If you would like to reserve this book, give your Librarian Ray Hodges a call on 3820 7681 or email: [library@jagqld.org.au](mailto: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 March/April issue of the "Queensland Jaguar Driver" was published.

Alex Chaudhuri (Brisbane) Andrew Renaut (Brisbane)  
Wally & Carmen Horsman (Wide Bay Burnett)

**Renewal notices are due to go out on the 1<sup>st</sup> of June and renewal payments are due on the 1<sup>st</sup> of July. Two payment options are available this year. Either direct deposit or credit card via PayPal. You do not need to have a PayPal account to use this feature. **If paying by direct deposit, please include REN followed by your four-digit member number (REN\*\*\*\*) as the reference. Using anything else as the reference and our new treasurer may consider your payment a donation. REN\*\*\*\* can be found on your renewal notice.****

If paying by credit card, PayPal automatically includes your member number with your payment.

The Membership Officer does not send out renewal notices. This is a bulk mailing generated by our Webmaster on or about the 1<sup>st</sup> of June each year. **Please check your JUNK/SPAM folder if you cannot find it in your INBOX.**

If you still cannot find your renewal notice, please contact Paul Lucas our Webmaster ([info@jagqld.org.au](mailto:info@jagqld.org.au)) with your name and member number and kindly request another renewal notice.



**ATTENTION:** JDCQ can no longer accept cheques as a form of payment after 1 March 2024 as set forth in the updated terms and conditions issued by Suncorp Bank.

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

## Limited “fettling” opportunities.

The last few months have been so full on with continuous high temperatures in the mid to high 30s coupled with high humidity that any attempts at serious work in the shed led to lots of sweat and the occasional unmentionable swear words. A Canadian Jag owner I am in touch with had the opposite problem with a -20C in his shed causing him to give up

## Rider Mower goes on strike

We live on acreage and my 25 HP Greenfield rider mower decided that it did not want to go forwards except on very flat surfaces but was quite happy to drive in reverse up any slope. The system uses separate cork faced clutches for forward and reverse and it was obvious that the forward clutch needed re-lining. Sounds simple enough but it was actually quite a complex operation to extract the drive system and pull it apart. All this while drenched in the aforementioned sweat. This rider mower is capable of towing a Jaguar around the yard which has come in handy on a couple of occasions in the past.

## MK2 ignition harness

The Mk2 2.4 had a terrible red ignition wire harness which really jarred you when you opened the bonnet. A red ignition harness on a hot rod might add to the panache of the vehicle but it certainly didn't do anything for the Jag.

Sometime pre Covid I had purchased a roll of new silicon ignition lead with a wire core rather than the modern carbon core used in most ignition leads. I had intended to use it on another non-Jag project but that car had been sold on. I checked the length and thought there might be just enough to make a new ignition harness for the MK2. I removed the old red harness from the MK2, laid it out on the workbench and checked the new wires against the existing lengths and there was about 1 foot (25 cm) to spare over the needed length. (hooray).

These early distributor caps use a screw in retaining lead system which requires a special brass washer to be fitted to the end of the lead. I “googled” around for new washers but did not locate a source so I decided to rescue and re-use the old ones which had been soldered onto the old leads. I did solder the washers onto the new leads as this seems to reduce the corrosion commonly found in the distributor cap if the wire is just fed through the washer and spread out.

I replaced the old leads with new leads one at a time as it is very easy to make a mistake and get the wrong lead into the wrong hole in the distributor cap (been there – done that in a Holden in my younger days).

Also interesting is that the spark plug attachment cap device also had 10k on it and that refers to a 10,000-ohm built-in resistor which is part of a radio ignition noise suppression system.

I also checked the distributor points while it was open and then replaced the distributor cap which is a total frustrating pain in these cars. All leads connected correctly and the MK2 started and ran very nicely. It all sounds easy but there were a couple of hours involved in this ignition overhaul.

## Mk1 and MK2 rear suspension

An acquaintance of mine who is not a JDCQ member acquired a “dead” MK1 some time ago and has been quietly bringing it back to life. There was some serious engine work and a lot of other snags to be overcome but he has finally succeeded in getting it roadworthy, registered and enjoying driving it.

He phoned me a few days ago and asked if I could recommend a place where he could get the rear springs reset as it was about an inch lower on one side than the other. I questioned him as to whether he had done any work in that area and he replied negatively.

Now I have had quite a few MK1 and MK2 cars and I have never had to have a rear spring reset. Every time I have come across a sagging rear end it was not the fault of the springs and it was due to the spring mounting rubbers decaying. The frontend of the elliptical spring mounts into a box structure of the car and is supported in that box by rubber mounting blocks. As these blocks decay due to age, they allow the car's rear end to drop lower towards the ground. I have seen a good 1 1/2inch to close to 2-inch difference in body ride height between decayed spring rubbers and new spring rubbers. I wrote about this many years ago when I realised one of my cars was “dragging its bum”.

So, I advised my acquaintance to go after the spring rubbers first which is a fairly simple job and each spring can be done individually versus dropping the whole rear suspension. He could also check the “free camber” of the spring while he had it out and I remarked I would be surprised if it did not meet the workshop manual specifications.

## From the archives. This was published in early 2000

### Cleaning Carburetors

Old carburetors and their associated linkages get very grotty with age, general dirt accumulation and fuel leaks/weepers. They can end up covered in black gunk and looking like they have been barbecued. Degreasers and most similar products won't shift the black gunk which is a residue composed of fuel dye and evaporated hydrocarbons.



The answer is quite simple. Use lacquer thinners or acetone to remove this grunge. Use an old retired [shaggy dog] tooth brush or a similar stiff brush and scrub the carbies whilst keeping the brush wet with the thinners or acetone. If the carbies are still mounted on the engine spread a good thick layer of newspaper under the work area to catch the drips etc. as you don't want to splatter the painted areas inside the engine bay with these solvents. [they will eat the paint]

You will be genuinely surprised at how easy it is to clean your carbies using this method. Note that in the end the toothbrush will eventually fail, as the solvents will destroy the plastic handle so don't use the one with which you are currently brushing your teeth.

Please take the usual precautions when using highly flammable solvents. Use a well-ventilated area with no smoking or fire sources in the vicinity and personal protection for your eyes, lungs, skin etc.



Mk2 with new ignition and later model air cleaner



Mk2 2.4 prior to repaint and carbie change with ugly red ignition harness.



## PRESENTATION OF BADGES OF MERIT

*Badges of Merit presented to Ian & Jeanette Lind by Brisbane Register Chairman, Neill Summerson at April's Register Meeting*

In recognition of Ian and Jeanette Lind's contribution to the Brisbane Regional Register since its formation in 2014, to their surprise, Chairman Neil Summerson presented them with Badges of Merit.

Since the formation of the Brisbane Regional Register, Ian and Jeanette have been very active regulars on Committee and as organisers of activities. Ian has been Secretary (2 years), Chairman (3 years) during his 9 years on Committee while Jeanette served 4 years on Committee and continues to organise theatre evenings to Musicals at QPAC first initiated 8 years ago. Together they have organised various day runs and a number of weekends away over the years.

In thanking the Brisbane Committee for the recognition, Ian and Jeanette said:

"Planning trips has always been a pleasant way to get away with the friends we have made in the Jaguar Club over the years.

They reflected that the Celtic Trip to Glen Innes we believe was one of our best trips. (We hope to do the Celtic trip again, maybe next year.) Lloyd particularly enjoyed it, he arranged for us to see a friend of his who had a collection of cars in Inverell that included one of the first electric cars manufactured, around 1903.

At the 2023 Christmas luncheon, Badges of Merit were also awarded to Jim Bowden and Lucy Saunders for their major contributions to the Register serving as Committee members as well as initiators and organisers of many activities over the years.

Thank you for your service to date, Jim & Lucy and Ian & Jeanette. The Register looks forward to your continued support.

On behalf of Brisbane Register Committee



# MATT AND KIRSTY, THE PROPOSAL

Darling Downs member, Peter Shields, has once again allowed his Jaguar to be used for good. Matt reached out to Peter to ask about using the Jaguar in a photo

shoot that was also a surprise proposal for Kirsty. Matt's four-year-old daughter, Norah, who adores Kirsty, was sworn to secrecy and very excited about the whole thing. As Matt discovered, it is not easy getting an excited, four-year-old, to keep a secret. As we can see from the photos, the day went off very well and Matt and Kirsty are now engaged. Congratulations Matt and Kirsty, we wish you well, along with Norah, for your future lives together.

The photos are supplied thanks to The Joan Collective Photography.



# JDCQ Darling Downs Register

## Annual Picnic

On Sunday 14<sup>th</sup> April members of the Darling Downs Register met up at Peacehaven Park in Toowoomba, for their annual picnic run. Yours truly, along with Marie, Alan and Terry arrived early and managed to be first to claim the rotunda, we parked Alan in his wheelchair, and left him to guard the rotunda with his life, while we fetched chairs, table and food etc from the cars. Another couple arrived thinking they would use the rotunda and were quite displeased to see we were already there, and by that time we had fully established ourselves! It was a warm day but with a pleasant breeze. First order of the day was to set up and have morning tea, various shared items were put out, including of course Anzac biscuits, it wouldn't be April without them. Mid morning the ladies decided to escape the inevitable talk of cars and go for a walk around the park. It had warmed up considerably by then but the paved walkways were beautifully shaded by the many trees. When the park was being created the public were able to donate a certain amount which would purchase a tree, along with a plaque naming the donator. Jeanine found the plaque with the peanut tree her father had donated money for, I have included a photo of it here. The walkways were full of little surprises, here and there were metal bugs, big enough for a child to sit on. I did try to get one of the ladies to sit on one for a photo but no takers on that. However, when we came across three lovely big rocks I did insist that this was a good photo opportunity and arranged the ladies, sitting or standing on them. Ok I may have been a bit 'bossy' but the resulting photo was so lovely that I used it for the front cover. Further on along the walkway we came to the little lake, which is teeming with turtles, some quite large and some babies. By the time we got back the men were keen to have lunch, but raffle tickets had to be sold first, so I got round to everyone and made them, sorry, asked them nicely, to buy tickets, that done we had lunch. I had, unfortunately, forgotten the tomato sauce and the cheese, but we survived. Following lunch, and after our meeting, we had the raffle draw, two of the prizes that I put in were foam glider planes, they were a bit of a joke prize really, but were won by Kieran and Bruce, boys being boys they had the gliders assembled in seconds and were out on the grass to fly them. I managed to get a couple of photos of the planes in the air (if you look closely) At around 2.30pm we started to pack up our chairs etc ready to head home, as some of us had an hour or so to drive. It was a fun day, lots of chatting and laughing with good friends. Thank you to Mark and Helen for organising the day. Our next event will be in June, our annual Poker Run, which I believe will be centred around the Lockyer Valley



## JDCQ Mk2 Burlblings with Robin Todd

A couple of days after I wrote the last lot of Burlblings which included a bit about Land Rovers Vs Jaguar I was sitting watching television and noticed a couple of Jaguar magazines on a nearby stand. A quick glance and there was a recent Jaguar World magazine with a headline article "Land Rover Vs Jaguar" so I immediately put it aside so that I could read and digest every little fact in the article at my own leisure and pace so that if the matter ever arose again I would be able to contribute to the debate from a position of fact rather than bias. I then promptly forgot the whole matter until a few weeks later but when I went searching for the magazine it was nowhere to be seen. Now there are two theories as to the non visibility of the magazine. One is that I put it away so casually that I now can't remember where I put it and the other is that I put it away so carefully that I now can't remember where I put it. Valerie subscribes to both in the sure and certain knowledge that she would never have touched it. So that is an end to the matter unless it raises it's head again.

In March we had a nice little "Country Luncheon" at the Royal Hotel in Allora. Peter couldn't make it because he was having a new shed built, Clive was coming all the way from Tenterfield but had an alternator or is it a generator problem and called it quits at Stanthorpe. Tim had to go early because he had to cook dinner for his family. We really appreciated that because it is a big drive for just an hour or so at lunch. Bill and Honor made the trip as did Barry and Kay. Barry thought he had a bit of a problem with the "E" Type and he was right because it stopped on the way home however he was able to diagnose the issue and fix what turned out to be a intermittent connection to the coil and drive on home. I broke with tradition and had something other than my steak sandwich [no tomato, no sauce] but I have learned my lesson well and will not do that again. Well probably anyway.

April was a trip to the Bull and Barley Inn at Cambooya a venue that we used to visit on a very regular basis way back when we first started this lunch date that we very really cleverly chose to call a "Country Luncheon". However while venues really don't changer all that much we have noticed some very big changers in how owners choose to run their businesses. Interestingly when I went back to read that recent bit the word run was spelt as ruin which aptly describes the attitude of some owners when they take over a country pub. The Bull and Barley was one such pub and we gave it a miss for a few years however the Bull has had a new owner for the last couple of years and they always seem pleased to welcome us

So there we were for our April luncheon. Peter said he couldn't make it because the workmen were coming to finish the shed but they didn't so he did [turn up that is]. Tim was back from the remote parts of Australia and reckoned the drive up was really pleasant on such a beautiful autumn day, of course it helped to be in a fine machine such as his Mk2. Alan came up all the way from, I think, the Redflands Shire in his XF which should have been a nice trip too. Bill and Honor were there too but

judging by Bills big woolly jumper he might have had a small dispute with the automatic climate control. Barry and Kay's "E" type is now cured of its recent malady and sounded great as it drove away. While I'm sure the ladies solved all the problems of the world, the gentlemen concentrated on what was needed to preserve the quality of life as we know it. It was generally believed that what we needed was [a] More steam trains, [b] More petrol powered vehicles including aeroplanes, and [c] More coal fired power stations.

And I had a most tasty steak sandwich.

I have been having a bit of a silent war with a number of the clubs to which I pay what is known as membership fees but haven't heard from in many months. Before I go any further I should mention that it is not the Jaguar or Historic Racing clubs. I have kept up to date with the Austin and GEAR clubs via their web pages. I had reason to access the member only page of the Austin Club and couldn't remember my password so I found the "contact me" page and sent it off the club. I received a very nice reply followed by about 20 e-mails of information and club magazines I had not received. You see I have changed my e-mail address but had not told them so now I have to find a contact me page for four other clubs.

Further to the GEAR bit they had a day at Morgan Park last week and we went out for a bit of a drive. I said to Valerie that it is so long since I have been to GEAR that I probably wouldn't know anybody now and anyway walking is not my strong suit at the moment so if anything we will drive up the hill to watch the cars come under the bridge and then for at least half the circuit. If we feel like it we might just drive through the pits to see if we know anybody. We did and who should we see but John and Monica T. John was having a bit of a run in his BMW getting ready for the Autumn Historics in a couple of weeks time. John's BMW is so beautifully presented that it looks like it could be a show car and not a demon racer but it certainly goes and sounds as great as it looks. We have not seen John and Monica for what is probably a couple of years now, infact not since they came up to one of our lunches at Jacqui's Cafe in Warwick so we had a fair bit of chat to catch up. All very nice.

We had planned to go to a couple of other Register events recently. One was to catch up to the Sunshine Coast Register run to the Darling Downs and have lunch with them at Rudds Pub but I got the month wrong and cancelled because I had a Doctors appointment in Toowoomba. When I realised the mistake I was about to advise that we could now attend when I noticed that I also had an appointment on that date too. The other one was the Brisbane Register lunch at Aratula. Valerie had hurt her back on the Sunday before and was not exactly travelling real well so unfortunately we had to give that one a miss too.

One Day

JDCQ Classic Monocoque Register

*Country : Luncheon*  
**Calendar for 2024**

Wednesday 8th  
**MayGolf Club, Warwick**

Wednesday 12th June  
**Greenmount Hotel, Greenmount**

Wednesday 10th July  
**Marberg Hotel, Marberg**

Wednesday 14th August  
**Wild World Cafe, Warwick**

Wednesday 11th September  
**Flavours Cafe, Boonah**

Wednesday 9th October  
**Rudds Pub, Nobby**

Wednesday 13th November  
**Bestbrook Resort, Maryvale**

I always sent out a reminder/invite e-mail about a week before so please respond so that we can get the numbers right or nearly right for me to confirm with the venue. Most are pleased to see us and I think it would be nice to keep it that way.

Hope to see you somewhere sometime  
Robin & Valerie Todd  
Ph 0746648509  
E-mail randvtodd97@gmail.com



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## The Jaguar Nationals 2024- Hobart and elsewhere in Tasmania.



We left Newport in our beautiful 1939 SS Jaguar well prepared for our travels to Tasmania with not a lot of free board left in the car. After travelling through the unbelievable “rain bomb” between Port Macquarie and Sydney we managed to survive total white out rain conditions and drivers doing incredibly crazy antics in front of us. We had a very nice drive the first fine day of our travels from Albury to Geelong for our overnight trip on the Spirit of Tasmania ferry and we experienced a fairly good crossing to Devonport. Sandra and John who were a few days behind us didn't have such a fine time; they were jolted from their beds. Ray and Helen Inkpen travelled down with us on the total trip in an XK150 and I take my hat off to both Rod and Ray the way they handled the cars, the rain event and the chaotic conditions and drivers. Sandra and John were travelling on the Great Western highway but had to divert to the New England Highway in parts due to flooding. We caught up with Murray Arundel at Benalla and continued on until our pleasant crossing to Tasmania. Peter and Robyn Gross towed their Mark IV down to Geelong and we caught up with them on the ferry as well. Paul Lucas had plans to come to Tasmania but unfortunately was struck with health concerns . We managed to catch up with Paul's sister Ria and Clinton whilst on the Rally. Nigel and Beverley Sutherland joined the group in Tassie with

organised tours. The display day on Saturday on Parliament House lawns in Hobart was the perfect crisp autumnal day. All the convertible cars had their tops down to enjoy the beautiful weather. Salamanca markets were buzzing right next to us and the people were



enjoying the wonderful display of approximately 120 jaguars!! Our other activities included a special guided tour of Port Arthur, race day, a boat trip to Bruny Island and our fun theme night back to the 1970s. Again Queensland took the cake for most of us dressing in theme and having a great time. Most of us got to see all the wonderful sights of Hobart and quite a few went to Mona to check out the art exhibition.

The after tour was situated in Strahan and again everyone enjoyed all the activities organised for us. These included the amazing boat cruise and tour of the Gordon River and the first penal colony of Sarah Island. We also enjoyed a train trip on the West Coast Wilderness Railway Heritage Train travelling beside the King River. We always enjoy the after-rally tours as we get to know people quite well as there's plenty of opportunities to chat and socialise.

We would like to congratulate the organisers of the Tasmanian Rally; it was superbly planned and implemented and everyone we've spoken to had a great time. The weather in Tasmania has been very kind and even in Strahan we've had some beautiful Autumn days. We will be leaving Strahan tomorrow and look forward to seeing everyone when we return to Queensland

Sue and Rod



panache, passing us in their blue XKRS. We were based in Hobart at Wrest Point casino and all the activities were organised from there. That's where Lyn and Merv Jackson, who had been travelling around Tassie in their motorhome, joined us. This made it so easy to leave the cars for the duration. We really enjoyed all the

# JDCQ Central Queensland - Capricornia Register

by Kris Rodda

Five Jaguars and two pretenders set off from Gladstone for Callide Dam just outside Biloela on Sunday March 17. They were joined by six Jags from Rockhampton and Yeppoon for a relaxing morning tea and barbeque lunch by the water. Many of the members commented on how low the water level of the dam was. It was fantastic to welcome two of our new members for their first outing. As per usual the shared morning tea was outstanding as was the conversation. Several of the men had their obligatory look under the bonnet, this time it was Rodney and Robyn's XJS.



Our April meeting was held at the rotunda on Tannum Sands main beach on Sunday April 21. It was a glorious day, after the previous couple of days had been raining and cool, we had blue skies and perfect temperatures. Several members were not able to join us but we still had a great attendance of twenty- six members. Agenda items included firming up our Drive Calendar for the next few months, sale of Regalia and producing a promotional brochure for our register. We then drove to The Tannum Sands Hotel for a lovely lunch filled with good food and great fellowship. Our next outing will be to the Classics on the Dawson in Baralaba in May



Chris and Paul



Errol, Gary and Rodney

## This month I asked member Errol and Barb my five questions

- What was your first Jaguar?*  
Our first Jag was the 2004 XJ6 we are driving today. It's Barb's every day car and we love it.
- Why did you buy this particular car?*  
We wanted a really nice car and we didn't want a common car like a BMW or a Mercedes. You see them everywhere.
- When did you first join the Club.*  
We first joined in 2019.
- What is the best thing about the JDCQ?*  
Definitely the camaraderie and the willingness of all the members to help out if we need a hand with the car or with anything else.
- What is your dream Jaguar?*  
Barb said she has it already and Errol added the older the car is the more work it takes to maintain so he is happy with what he already owns.

Let's have a Laugh



Late one night Jack takes a shortcut through the cemetery. Hearing a tapping sound he becomes scared and quickens his pace. The tapping gets louder and Jack now scared out of his wits. Then he notices a man chiselling a tombstone. "thank goodness!" Jack says to the man. "You gave me a fright of my life. Why are you working so late?" "They spelt may name wrong."



Another romantic evening comes ... and goes



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**Price: \$47,750**

**Contact: Ben Hutchines**

**Mob: 0413 030 751**

**Email: [hutchines.ben@outlook.com](mailto:hutchines.ben@outlook.com) Location: Stafford Heights QLD**



## 1946 Jaguar MK1V 2.5 litre

A great restoration project with much of the engine, drive train and body work already professionally completed using matching numbered chassis and engine. New wiring loom included with other original parts to complete a magnificent car.

**Price: \$25,500**

**Contact: Lyn & Errol Sales**

**Mob: 0422 733 336 Location: Ballina NSW**



## 1985 Jaguar XJ6

I have a royal blue Series 3 XJ6 4.2 Jaguar number plate 100 CAT (registered to 2/7/2024) with 143450 travelled for sale. My dad bought the car new in 1985; he passed away 28/6/92 and entrusted me to care for the car. It has been stripped; rust proofed and repainted 23/12/1996. The interior roof lining has been replaced. Has recent new tyres. I have the purchase history; original books and XJ6 service manual. I would really appreciate if someone would restore the car. At the moment it has rust problems underneath the car - one petrol tank completely rusted; the other with rust that can be fixed. Hence clean petrol cannot get to the engine. The petrol pump has been replaced prior to discovering the rust problem. A petrol gauge sensor has also been replaced. I have a more extensive history if needed.

**Price: \$3,000 ONO**

**Contact: Brenda Barnes Tel: 07 5449 9176 Mob: 0401 038 569**

**Location: Tewantin QLD**



**2005 Jaguar X-Type 2.1 Sedan Auto** Very good condition, 102,000km, Full Service History, Second owner, bought from Lou Guthry Motors in Melbourne. Silver with Black Leather interior, woodgrain dash and steering wheel. A comfortable modern car with classic Jaguar character. Great for summer club runs, air conditioning blows cold.

**Price: \$9,000 negotiable**

**Contact: Marcus Upton Mob: 0499 280 430 Location: Sandgate QLD**

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Contact the Treasurer: [treasurer@jagqld.org.au](mailto:treasurer@jagqld.org.au)



### 1987 Jaguar Sovereign XJ6

I have owned this 1987 Jaguar Sovereign XJ6 for 11 years and it has been garaged during this time. Exterior is champagne colour & Interior fawn/beige leather in excellent condition.

Automatic transmission. Currently registered and insured but owing to work required (full report available upon request) I would like to sell my Jag unregistered. Ideally, I would like someone who would be able to do the required work and restore her to the excellent Jag she is.

**Price: \$3,000 Negotiable**

**Contact: Verdon Harrison Mob: 0437 007 887 OR**

**Contact: Ruvae Harrison Mob: 0407 699 382**

**Location: Deception Bay QLD**

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**Contact: Ken Walters Mob: 0439 537 296 Location: Lota Qld**



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**Price: \$1,500 pickup**

Contact: George McCallum Mob: 0418 960 454

Email: georgemccallum@bigpond.com Location: Sunshine Coast



**Jaguar E-Type Number Plates**

Originally bought for a Series 3 E-Type

**Price: \$7500.00**

**Contact: Ross Metcalfe**

**Mobile: 0418 726 762 Email: rossbm@bigpond.com Location: QLD**



**MWS Hand Built Wire Wheels**

I have for sale 4 x 7"x 15" MWS hand built wire wheels including 4 new 2 eared genuine centre locks to suit Series 3 E Type Jaguar.

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I had them built several years ago and opened them to take the pictures about a month ago.

They are in boxes if freight is required at buyer's expense.

**Price: \$4,500 For the set wheels /Locks**

**Contact: Neil Robson Mob: 0417 721 824 Location: Wynnum Qld**



## WANTED TO BUY

**Undercover Parking Space required,**  
preferably close to the Hamilton area if possible for my Xk8.

**Contact: Roger Wilkinson Mob: 0431 075 321**

**Email: rog.w19@gmail.com Location: Hamilton area if possible**

## WANTED TO BUY

**Jaguar all synchro gearbox**  
with overdrive to suit early XJ6 / S type.

**Contact: Clive Cooper**

**Tel: 02 6736 1261 Email: oldjagshed@gmail.com Location: Australia**

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## Model Registers Queensland

### Chassis Cars

Terry Whitehouse 0409 072 500



SS, MkIV, MkV



XK120, XK140, XK150



C-type, D-type



MkVII, MkVIII, MkIX

### Classic Monocoque

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Mk1, MkII, 240, 340, Daimler V8



S-type



420 Compact



Mk10, 420G, DS420

### E type & F type

eandftyperegister@gmail.com

Tony Nelson 0421 646 945 Clive Arnold Ph: 0403 054 846.



EType



FType

### Classic XJ

Alan Buller 0432 088 167 abuller5@hotmail.com



XJ6, XJ12, Series 1, 2, 3



XJ6C, XJ12C

### Grand Tourer

Secretary Tony Brett: 0404 804 952



XJS



XK8, XKR, X100, X150

### Sporting/Modified

Tony Herald 0407 625 278



### Modern Luxury Saloons

Secretary Paul Lucas 0481 490 334 info@jagqld.org.au



XJ40



X300, X308, XJR



X350



XJ 351

### Modern Compacts

Terry Whitehouse 0409 072 500



S-type



X-type



XF



XE

### Crossover Register

Stu Gross 0498 203 227



F-pace



I-pace



E-pace

# Membership Application Form

INVOICE



*Jaguar Drivers Club of Queensland Inc. (IA 18106)*

ABN: 31 195 910 938

PO. Box 3513, South Brisbane, Queensland, 4101

Membership may be either a single person or a couple.

**PRIMARYMEMBER**

**PARTNER MEMBER**

Title.....Surname.....

Title....Surname.....

First Name .....

First Name.....

Preferred Name .....

Preferred Name .....

(Badge Name) .....

(Badge Name) .....

Postal Address.....

.....

Home Tel: (0 ).....Mobile:.....

Work Tel: (0 ).....Email: .....

**Details of Jaguars/Daimlers Owned**

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

For more Jaguar/Daimler details use reverse side

**Membership (1<sup>st</sup> July 2024 – 30<sup>th</sup> June 2025):**

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

**Part year Membership (If after 1st January 2025, membership expiry 30<sup>th</sup> June 2025):**

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

**Part year Membership (if after 1st April 2025, membership expiry 30<sup>th</sup> June 2025)**

**\$30 + \$50 Joining Fee = \$80 – Includes Qld Jaguar Driver Magazine**

<b>Total Payment Made</b>	<b>\$</b>
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**Signature .....** **Date.....**

**Payment may be made by direct deposit.**

**PLEASE USEYOUR SURNAME AS REFERENCE.**

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

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

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





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