

# CAT-A-LOG

THE MAGAZINE OF THE JAGUAR CAR CLUB OF VICTORIA

OCTOBER 2024 \$8.00



*A Classic XK8 travels over  
2,000 kilometres for kids in need*





# let's step back to the 1940's

Date: Sunday 8 December

Time: Doors open 4.00pm

Location: JCCV Club Rooms.

Cost: \$60.00 per person.

Bar open in the lounge

Bookings: Via Member Jungle.

Numbers are limited.

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Enjoy delicious food whilst  
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Dance to nostalgic  
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and reminisce.

1940'S dress not essential  
but great prize on offer  
for best dressed.

# CONTENTS



## MONTHLY MESSAGES

Library News	33
Minutes – JCCV Monthly Meeting	6
President's Report	5

## REGISTER REPORTS

Central Highlands	28
E-Type	16
Geelong	17
Gippsland	24
Goulburn Valley	30
MkVII, MkVIII, MkIX, MkX and 420G	13
Modern Classics	19
North East	26
SS, MkIV and MkV	32
XK	28

## UPCOMING EVENTS

Come and Try Day	8
Concours and Display Day	8
Jaguar National Rally	5
Let's step back to the 1940s	2
Tri-Cub Presidents' Run	8

## SPECIAL INTEREST

Battery Fires	20
Digging the Dirt - Part 2	14
Elegance on Wheels	34
Jaguette Special	10
Lightning McQueen hits the dirt	22
Modern Classics 25th Anniversary	19
Modern Classicis Visit Advanced Alloy Wheel Repairs	18
New member Andrew Lemon	12
SS100 Clone Project - Part 37	31
Understanding TPMS	25
Vale - Chris Webb	29
Wanderers in the Glen	9

## REGULAR ITEMS

Classifieds	37
Club Calendar	35
Club Contacts	42
Club Merchandise	4
Member Services	36
Membership Application	35
New Members	35

## ADVERTISERS

Car Storage	11
Carwood Refurbishing Services	27
Driven Digital	11
Lou Guthry Motors	43
Lumley Special Vehicles	27
Matt's Automotive	15
Matthies Lawyers	17
Mike Roddy Motors	44
Nava Hire Audio Visual	17
SNG Barratt Group	13
Shannons	7
Stuckey Tyre Service	25
Tufflift Hoists	34

### Purpose

The Jaguar Car Club of Victoria is a collective of like minded members and enthusiasts who seek the stimulation and enjoyment of this wonderful marque of engineering excellence. The club is the oldest Jaguar Club in Australia and was founded in 1962 by a small band of dedicated enthusiasts.

### Magazine Editor and Distribution

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Distribution: David Cook

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### Additional Content

Articles and photography submissions that you consider to be of interest to members are always welcome. Please email all submissions to [catalogarticles@jagvic.org.au](mailto:catalogarticles@jagvic.org.au) for review.

### Contact Information

Refer to Page 42 for detailed contact information.

#### Cover

An enthusiastic Matt Belcher in front of his workshop with the XK8 (Lightning McQueen Car 9595) fully prepared and ready to embark on the Variety Bash.

Cover photo by  
Emily Belcher


See story on page 22



JCCV Website



**DISCLAIMER:** The material in CAT-A-LOG is provided for information only. The views expressed in CAT-A-LOG are not necessarily those of the Jaguar Car Club of Victoria or the Club's Committee. The editor reserves the right to edit copy.

 @jagclub.victoria

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JCCV Merchandise is available at the monthly Club meetings and by mail.  
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M: 0418 502 292 E: [regalia@jagvic.org.au](mailto:regalia@jagvic.org.au)

# President's Report

by Rob Lewis



Finally, despite the high cost of living challenges we all face now, we are pleased to see strong growth in new members joining our club. In just 3 months, from June to August 2024, we have received 28 new member sign-ups, most of which have been successfully transacted in Member Jungle. Alongside this, I mentioned the start of a new workstream to create a program to attract young enthusiasts to our club. This initiative, led by Nick Scarff and Nellie May Roberts, has begun. Interestingly, Nellie May was recently approached by the Rolls Royce Club and participated in an interview at their clubrooms on this very topic. Nick also attended an event held by the MG Car Club to observe their program, which attracts members as young as 12 years old, introducing them to road safety and safe driving techniques as part of their onboarding as club members. We will keep you informed about developments as this will be more of a marathon than a sprint, but we must focus on membership for the long-term future of our club.

The Modern Classics Register had its 25<sup>th</sup> Anniversary earlier this year and celebrated the milestone this month with a dinner at the Pine Grove Hotel in Upper Beaconsfield. Register Secretary Paul Dwan has written a short piece about the event which you will find on page 19.

Finally, I remind you to save the date for our end-of-year celebrations on 8<sup>th</sup> December. There is a flyer on page 2, and event details, including booking, can be found in Member Jungle under Events or on the club website under Event Calendar.

Kind regards,  
Rob Lewis  
Club President

Dear Members,

It is with great sadness that I share with you the sudden and shock passing of our club treasurer, Graham Henderson, on Sunday, 1st September. A man of great integrity who delighted in his family, his Jaguar, and was an expert in his chosen field. Graham's career background was that of a company secretary for companies of considerable scale and complexity. So, when he took on the role of club treasurer, he was able to navigate the complexities of our accounting environment, which comprises the JCCV, the CMC (club management committee), and liaison with our partners in the ownership of the clubrooms, the Austin Healy Owners Club. We have, on behalf of our entire club, offered our condolences to his family and have several club members attending his funeral.

Many of you will be familiar with this time of year for our club, as at the time of writing, we are in the lead-up to the club's Annual General Meeting. All club committee positions are declared vacant at the AGM, and we lobby for members to nominate themselves to fill the various roles that keep the club running smoothly. Please get in touch with any committee member or me should you have an interest in any of the roles you will find set out at the link on our home page – Notice for the 2024 AGM and Club Award Nominations.

The September monthly general meeting featured a presentation by Matt Belcher of the journey that he embarked upon in August to raise funds for the Variety Club. Matt was particularly delighted with the outcome on two fronts. Firstly, having driven several thousand kilometres, some of which took him on steep inclines and dirt roads, the XK8 only developed one very minor fault, enabling Matt to complete the bash without a hiccup and drive the XK8 on the return trip, where previously he had intended to truck it home. Secondly and equally impressive, Matt raised a staggering \$20,000 for underprivileged kids! Incredibly, despite the arduous nature of the journey, Matt had the vehicle back on display in the clubrooms and sparkling, just days following his return.



# MINUTES OF THE JAGUAR CAR CLUB OF VICTORIA

MONTHLY MEETING TUESDAY 6TH AUGUST 2024

by Trevor Wilkinson

The meeting opened: at 8:05 pm

## President's Welcome

*Rob Lewis*

Rob thanked everyone for coming.

Rob then had the difficult task of advising the meeting of the passing of our Treasurer Graham Henderson. We received the news this morning that he passed away on Sunday 1<sup>st</sup> September. We have spoken with his family and extended our condolences. Having spoken at length with Graham on Friday it came as quite a shock today. As Graham would want, we will push on with the agenda tonight.

Fortunately, we have received the 2024 Financial Statements from him, and they were sent out today to meet the 30-day requirement for the AGM next month.

## Attendance

72 Members      9 Apologies      1 Guest

Apologies were received from:

Maurice and Heather de Morton, Graham de Jong, Helen MacCubbin, Ken Oakes, Jon Beck, Ray Parker, Richard Hogg, Nick Scarff

## Visitors/New Members

Simon Brewer

## Minutes of the previous meeting

*Rob Lewis*

Trevor Wilkinson moved that the minutes be accepted.

Seconded by David Lyon

Matters arising: None

No disagreement.

## Correspondence

*Trevor Wilkinson*

The 2024 Financial Statements were emailed to Members today in accordance with the rules. We will be glad to address questions by email over the next month before the AGM.

Trevor announced he would be overseas for most of October, so he would be arranging for another way to complete the minutes. He should be back in time for the November meeting.

Trevor reminded members that the 2024 AGM Notice was previously emailed to all members and is also available on our Club's home page on our website. This notice includes the forms for annual award nominations. For those without current email addresses, I can send snail mail if requested.

Trevor also announced the door prize drawn from those who registered or made their apologies for the general meeting using

the Member Jungle App. Thirty-three members had complied to qualify for the draw. Entries were numbered based on registration, with the first being the initial registration and then followed by apologies.

This month's door prize was Autoglym car care products, generously donated by Ian Barton.

The draw was conducted using a Random Number Generator accessed from the internet on Trevor's phone. Glen Ball won this month.

Remember to register to be in the draw for next month.

All business matters were attended to. There was nothing significant to report.

(Note that the Secretary maintains a record of all correspondence, which is available for members to view.)

Rob Lewis then spoke about our next key event, which will be at Winton in a couple of weeks. Members were encouraged to show their support by participating on the track or attending as spectators. They could also choose to stay over and join the presentation dinner. This event offers more than just cars on the track; there is a dinner on Friday night for early arrivals, and some participants opt for a Sunday drive back home, with breakfast groups organised along the way.

## Sporting

*Neville Dickinson*

Neville thanked Rob for stealing most of his material and informed him that he has 48 cars booked for the track, with plenty of opportunities for more. Passenger rides will be available, along with instructors to assist new drivers with the correct lines and exit points. Some drivers have missed the exit and continued driving, requiring a chase car to guide them off.

All are welcome to attend the Saturday night dinner so please make your booking with Don or Neville.

## Concours

*Phil Curtis*

Phil confirmed that judging is at the clubrooms on the 16<sup>th</sup> of November, with Display Day as usual on Sunday the 17<sup>th</sup> at Wesley College. Concours judging entries close on November 1<sup>st</sup>.

Phil advised that there would be no entry fee on Sunday to simplify traffic control and encourage more members to attend. We will still need volunteers for traffic and parking, so please respond when we send the email.

## Library

*Brad Miles*

Brad advised that he has a modest acquisition budget, which is thankfully boosted by donations of books from members and others. This month's donations include a catalogue from Classic Jaguar Trim in the UK and a copy of Forerunners of Jaguar in Australia, which is all about the Pre-war Jaguars.

## Membership

Fazal Cader

Fazal advised 897 paid-up members, with 10 new members in August. He mentioned attending the Border Run and also going to Winton, covering some good mileage for his XF.

## Website

Vadim Gershon

Vadim advised that 78% of members had now visited the website. 87% of our members are male, and 13% are female.

App usage is up to 30% of members.

Top page views in keeping with the Para-Olympics:

Gold – Cars for Sale Page, Silver – Membership Page, Bronze – Events Page

A reminder to members still to download the App, Vadim is also available to help.

## Social

Bernadette Piekacz

Bernadette advised that the end-of-year function on December 10<sup>th</sup> will include music by the Pacific Belles. 1940s dress is optional, dancing, a sit-down Christmas dinner, the bar will be open, and there will be prizes. And, of course, beautiful cars will be on display. Purchase tickets on the website or app. For any questions, contact Bernadette.

## Registers

Rob Lewis

Rob called on any Register news, not in CAT-A-LOG.

Paul Dwan reminded members of the Moder Classics 25<sup>th</sup> Anniversary dinner on Friday.

## Car on the Floor

Rob Lewis

Rob introduced Matt Belcher and Lightning McQueen, who have returned from a mostly incident-free run to Airlie Beach, 90% on dirt roads. They covered 8,500 km in 15 days, including the return trip to Melbourne.

It included 82 cars, mostly older than the XK8, 12 service vans, and covered 600 km on one tank on the first day.

Matt's team raised over \$20,000, and overall, the event raised \$1.6M. It was a great effort by everyone.



Lightning McQueen on the floor for members to view



Matt discusses his adventures

## General Business

Rob called for any other business.

Rob asked for nominations for committee positions and perhaps an interim treasurer.

With no further business, Rob thanked everyone for attending, closed the meeting, and invited members to join us for supper.

Thanks to the supper team for their continued fine work.

**General Meeting Closed:** 8:55 pm

*The next monthly meeting of the Jaguar Car Club of Victoria will be held on Tuesday 1st October 2024, commencing at 8:00 pm, at the Clubrooms.*

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SHARE THE PASSION

# CONCOURS AND DISPLAY DAY



## 2024 JCCV Concours & Display Day Update

Our Concours and Display Day is getting closer. Preparation is well underway, and we have received some early entries. There is still plenty of time to get your entry to our Chief Judge before Friday, 1st November.

### The key dates are:

- Entry forms may be submitted to the Chief Judge now – details on the Club Website <https://www.jagvic.org.au/concours> or in the September CAT-A-LOG
- Entries must be received by 6:00 pm on Friday, 1st November 2024 – late entries will not be accepted
- Judging at the Clubrooms on Saturday, 16th November 2024
- Display Day at Wesley College, Glen Waverley on Sunday, 17th November

Our featured model is the XK 140 which is celebrating 70 years since its release. We will have several XK140s on display around the Hexadome Marquee on the day.

There will be no entry fee this year to participate in the Display Day at Wesley College. So, plan your day, bring a picnic lunch and/or support our food vendors on the day. There will be adequate seating and shade available on the day.

We need volunteers to assist with:

- A BBQ lunch at the Judging on Saturday, 16th November
- Traffic flow and parking on the Oval on Sunday, 17th November – let us know at our October Club Meeting if you can assist
- To assist with Judging – please contact Graham de Jong, Chief Judge if you can assist.

The Concours Committee is planning a raffle to be drawn at the Display Day. An impressive range of prizes will be available. Details to follow at our November Club Meeting. Tickets are available in November.

Our Concours Committee is meeting regularly to plan the day. We look forward to seeing the Gregory Oval full of our much-loved Jaguars on Sunday, 17th November. In the interim, please keep cleaning your cars! There are tips on preparation and presentation on our JCCV Website.

If there are any questions, please ask Graham de Jong, Chief Judge or me.

Philip Curtis | JCCV Concours Director

Mob: 0419 879 140

Email: [concours@jagvic.org.au](mailto:concours@jagvic.org.au)

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## TRI-CLUB PRESIDENTS' RUN



**27th October 2024**  
**It's on again!**

All three clubs have agreed on the 27th October as the date for our great get together. Our drive will take us on a wondrous winding drive stopping for morning tea, then on to the Historic Guest House, The Black Spur Inn Maroondah Highway, Narbethong arriving at 1pm.

Meeting at the car park at Lilydale Lakes, Lilydale at 9.30am and leaving at 9.45am.

Morning tea is at 10.45am at East Warburton Public Hall. Please bring \$8 per person to put in the yellow bucket for morning tea.

Lunch is at Black Spur Inn, Maroondah Highway, Narbethong. Meal is a la carte (pay for what you order). Drinks can be purchased from the bar.

If you want to stay at the Black Spur Inn overnight there is an offer of 10% off.

Please book with:

Jules Hogan AHSDC President:  
0407 330 284 email [president@ahsdc.org](mailto:president@ahsdc.org)  
Bib van Oosterom AHSDC Social Secretary:  
0412 937 379 email [social@ahsdc.org](mailto:social@ahsdc.org)



# Wanderers in the Glen

by Geoff Hergt

It was 9:45 am Sunday and the sun was just beginning to warm the air when over 20 members and partners arrived at Warran Glen Gardens, Warrandyte for coffee a chat and a bite to eat.

Some had come up from Balnarring on the Mornington Peninsular, others from as far north as Romsey whilst yet other members came over from Yarra Glen. With many arriving from the metropolitan suburbs of Melbourne.

Wow, what a place!?!?

From one who had never been there before, it is a stunner. Gorgeous plants of all descriptions many in bloom already. My favourite, the Daphne, filled the air with a scent 'to die for'.

Entering and exiting through the ubiquitous and incredibly well stocked Gift Shop we made our way to the rear of the property. Here we took the not-too-steep stairs up to the very generous and popular Warran Glen Café.

On offer were all manner of tasty delights for any time of day. Just as well we had booked ahead so we could all sit together – the place was jumping- and it was just 10:15 am.

Between the huge gift shop and the outside garden, we crossed a short footbridge leading up to the cafe. A pond and fountain hosted many and varied ducks, all very keen to be patted by the children.

You could overlook this tranquil scene as you sipped your latte. What a way to spend a pleasant Sunday morning!!

Of course, there was much banter and chat after which we wandered through the very inviting gardens and gift shop. All in all, it was a good opportunity to meet and chat with members in a relaxed environment enjoying a new experience, and what a beautiful setting!



Jags in the car park



Warran Glen Cafe



# Jaguette Special

A Post-war Hybrid from which decidedly good results have been obtained

TAKEN FROM "THE AUTOCAR", FEBRUARY 1948

The Jaguette Special was conceived in May 1946, as an idea of mine, (writes Gordon D. Parker) and later materialised with the willing help of an engineering colleague. At that time a well-known London firm of motor dealers informed me that they had for sale an N-type M.G. Magnette, minus engine, for £85. A quick inspection showed that this vehicle was the very thing we were looking for. The coachwork left much to be desired, but this did not matter as it was the chassis that interested us, and that seemed sound enough. It was noticed that a fire had taken place in the engine room and that many lb plus were still showing on the Zoller boost gauge. After a climb up narrow stairs, a cash deposit, an invoice of £80, handshakes, and away we came expecting hard work and exciting times ahead. On the following Monday, the deal was completed and the M.G. was brought home on a lorry.

First, we stripped it completely and then levelled and plumbed the chassis all around. To our surprise, we found that it was true at all points. After degreasing and cleaning it, and careful examination for flaws we were ready to start modifications. A 1939 2½ litre Jaguar engine, with original mounting plates removed and replaced by those of an S.S. (incidentally, the stud and bolt holes are the same) was placed in position supported by wooden blocks, and the necessary mounting brackets were made and fitted. However, the cross-member which originally ran through the bell housing of the M.G. had to be removed and in its place, a channel section was bolted under the chassis frame from side to side. This provided adequate stiffening and allowed room for an S.S.1 gearbox, which also connected to the Jaguar block without alteration.

The original M.G. back axle was considered to be incapable of dealing with the urge expected from the power plant, but it was thought advisable to keep the hubs and brakes, thus ensuring interchangeable wheels and balanced braking without alteration of the original system. A Standard Twenty rear axle complete, previously purchased for the sum of £3 now received our attention.

The centre section of the casing was cut and turned to receive the spigot ends from the M.G. axle, which had been dealt with

similarly, the whole assembly being placed in a jig, pinned and welded.

The Standard half-shafts were then machined to taper to the wheel end and splined to fit the M.G. hubs. The ratio of the crown wheel and pinion was found to be 4.66 to 1. This was obviously too low, and much effort was made to obtain something in the region of 3.5 to 1, but we were unlucky, the nearest obtainable being 4.25 to 1.

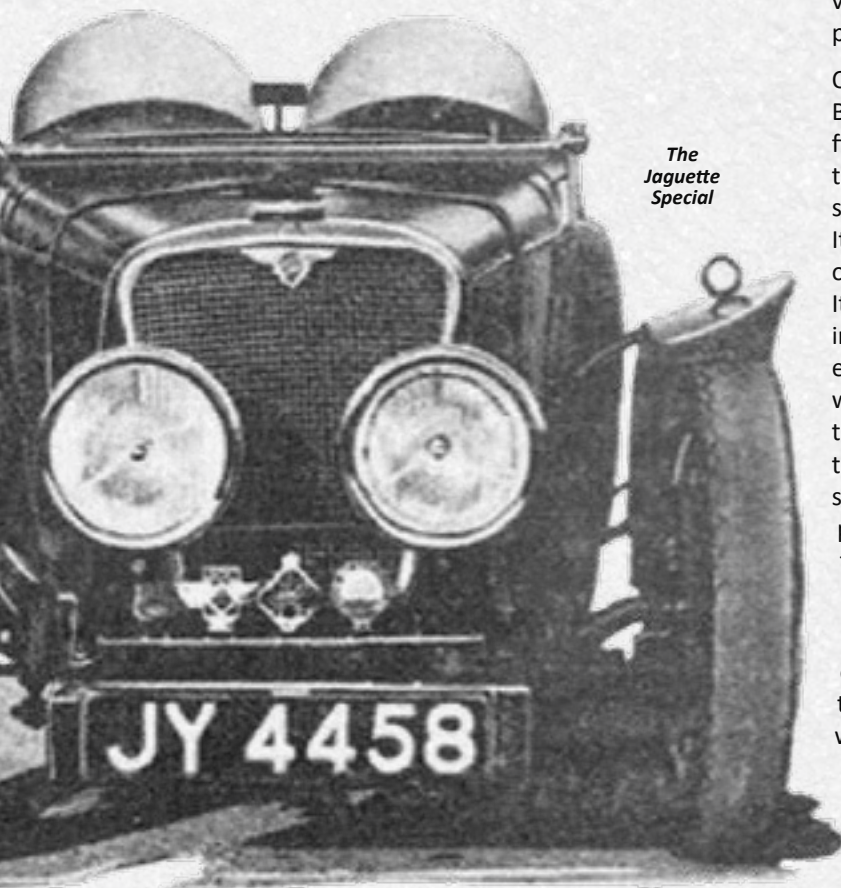
The propeller shaft was next on the list. The original M.G. tube was used but it had to be shortened and a more modern end welded in for connection to the flange on the S.S.1 gearbox. A new circular flange had to be turned to connect the pinion to the original splined end of the M.G. universal. In the meantime, the front axle had been sent away for testing and was returned to us with a certificate saying that it was sound and free from cracks. A radiator block from an S.S. was mounted on the uppermost of two channel sections running across the chassis frame, these sections replacing the normally placed bracing tube. Part of the near side of the header tank was notched well back to accommodate a pipe of the correct diameter, silver soldered in place and lined up with the hose connection from the engine.

## Body Modifications

"The coachwork then came under review. The scuttle and bulkhead were placed four inches farther back and lowered by 2½ inches, the steering column being lengthened and lowered accordingly. The rear of the body was also lowered 2½ inches. New doors were constructed of a different shape and hinged at the front in the interest of safety. The whole of the coachwork was re-panelled in aluminium. From an S.S. radiator shell, we removed the vertical slats, badge and filler cap, and cut pieces from both sides to reduce the height by three inches. After this, a cadmium-plated steel grille was fitted inside the shell. A new



The car in action at Windmill Hill



The  
Jaguette  
Special

bonnet, also of aluminium, was made and fitted, the standard piano hinge being found to save many headaches.

By September 1946, the car was on the road, weighing 20 cwt. After a few minor adjustments, which included the fitting of bucket seats (purchased prewar at 1s 6d each) in place of the M.G. seats and one-piece backrest, we were in time to enter in one event, the speed hill-climb at Windmill Hill. The performance of 24.6 seconds was disappointing (S. H. Allard ascended in 20 seconds).

During the winter the car was used continuously for business purposes and gave no trouble. Petrol consumption was approximately 24 mpg. The maximum engine revs were far too rapidly attained on top gear, confirming our fears that the 4.25 to 1 ratio was not nearly high enough. We decided that we would enter a few events in 1947 without modifying or tuning the engine, hoping that, by the close of the season, we would have collected the data required for further development.

The first of these events was Windmill Hill again, on 24<sup>th</sup> May, when we were troubled with wheelspin on the loose surface – time 23.8 seconds. To minimize wheelspin it was decided to use low-pressure tyres on the rear, and we fitted 6.00 x 16in in place of 5.00 x 18in.

### Sprint Event Success

On 15<sup>th</sup> June we had our first victory at the Brighton and Hove Motor Club's impromptu speed hill-climb and tests at Storrington. On this occasion, we were able to excel the performance of the 3½ litre Jaguar 100s of G. E. Matthews and Donald Parker. At the J.C.C. Eastbourne Rally, the car's performance was considered satisfactory, with only one mark being lost, and that in the parking test; one can hardly blame the car for that!

The Autocar mentioned that on the hill section, 'the driver's change to second was distinctly audible.' I should hate to think that his language was also audible! The Brighton kilo was traversed at 57.06 mph. The folded flat windscreen suddenly assuming a

vertical position did not improve matters. Butterworth's Bentley proved on this occasion to be more than a match.

Our last event was the Tunbridge Wells Motor Club's 'Battle of Britain' Rally, in which we found difficulty in driving slowly for fifty yards without slipping the clutch. It should be pointed out that this engine has not been tuned, having been taken from a standard Jaguar saloon and merely overhauled by Jaguar agents. It is perfectly happy on Pool petrol and using this fuel it takes its owner about his day-to-day business in quite a refined manner. It is in effect a Jekyll and Hyde vehicle, moderately unassuming in appearance and normal performance, but convertible into an exciting piece of machinery on depressing the throttle. As one would expect from a Mquette chassis, the road holding is good; the slight alteration in weight distribution appears to improve the general handling. Curves can be safely taken at much higher speeds than with any other vehicle I have owned. The tyres protest in time to give due warning of the limit. The only failure is the tendency of the engine to run hot in traffic in warm weather, causing discomfort to the occupants.

"A number of modifications is being based on the experiences of the past season. A Ford 3.55 to 1 rear axle will be fitted, the same procedure as before being adopted so that the M.G. wheel bearings and hubs can be retained. A Wilson pre-selector gearbox will replace the S.S. box and clutch. (I deny that this modification has anything to do with the comment by The Autocar!). Lastly, if funds permit, a low-pressure blower will be introduced. We hope to reduce the dry weight to about 16 cwt by careful weight-paring, including the fitting of a new aluminium shell body.

The Jaguette Special is the best car I have ever had. The original cost was small and normal repairs, except for plugs and so forth, are nil to date.

**DRIVEN DIGITAL**

Capture the beauty of your beloved car. Professional photography for owners or carsales listings. Contact us to capture stunning images.

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Callum@Driven.Expert

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# NEW MEMBER ANDREW LEMON'S DAIMLER SOVEREIGN 420



When we asked new member Andrew Lemon what sort of Jaguar he owned, he provided us with the following details.

My vehicle is a 1968 model Daimler-badged Jaguar 420 automatic, in British racing green, bought new by my late father in late 1967. It has been in my ownership directly from him since 1978.

The car has been garaged most of its life when not in use and has had only a few minor mishaps, bumps and bruises over the years. It was given a complete re-paint in the original colour back in 1982. It is now starting to show its age internally and externally although it has always been well-maintained mechanically and still drives beautifully.

Two years ago, I drove it from Melbourne to Canberra and back to take a leading role in my daughter's wedding. It went like a dream. Maybe it will soon be time for someone new to acquire it for a full restoration, beyond my capacity and budget.

In the meantime, I enjoy driving it on high days when the weather is to its liking. It has its original features except a replacement car radio, and its speedometer is still in MPH, which keeps the mind alert when driving.

The interior leather is original but not doing well, in the front seats especially. I have a complete service history since I acquired it in 1978, which confirms that it has done less than 150,000 miles in its total 57-year lifespan. I found that hard to believe but have just gone back and checked.

The photo with the little yellow gumboots is from 2015. The others are current.

# MkVII, MkVIII, MkIX, MkX & 420G

## REGISTER NOTES by Richard Bearup

September has come and gone with a flurry of Spring weather and a liberal dousing of winter rain and winds.

Steve Pas had a rewarding day at the Father's Day Acland Street Rods and Classic Display in St. Kilda. He was awarded the Sponsor's Choice Trophy from Shannons for his glorious blue 420G. There might be whispers in the ranks that his visits to Bruce Elliott-Smith recently have included surreptitious measurements of his trophy room so it can be emulated in the Pas household.

Congratulations from our Register members to Matt Belcher and Ian Fossey for their successful drive in the Variety Bash to the Far North Queensland coast in their excellently prepared XK8 Coupe (disguised as Lightning McQueen – a favourite with the kids). The spare wheels stayed put on the rack for the entire journey with a largely fault-free journey over some remarkable terrain and road conditions – a challenge for any car, to say the least. The support mechanics were very pleased they weren't called upon to wield a spanner as they all admitted they did not claim experience on how these cars are put together – a credit to their skills and a great ambassadorial representative for the JCCV.

There has been some great news regarding progress on a few project restorations currently underway, with expectations of definitive results by Christmas. Stay tuned for updates in the February CAT-A-LOG next year.

The next meeting will be at 8:00 pm on Monday 14<sup>th</sup> October in the Clubrooms.



*Father's Day St Kilda Rods and Classics Acland Street*



*Father's Day Sponsors Choice Car of the Day Trophy courtesy of Shannons*

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# DIGGING THE DIRT

by John Jones (Courtesy Australian Jaguar Magazine Number 67 from 1996)

**Three Victorian Jaguar enthusiasts accepted the 4,500 km challenge of the Variety Club Bash from 'Richmond to the Reef' in a hastily prepared Mk 2. Team member John Jones recounts their adventures - disasters and all - before revealing that he is backing up for more of the same in a Mk VI! !**

Day Two got us to Silverton NSW, just outside Broken Hill, for lunch at the pub (an interesting place, the base camp for many Aussie films including Mad Max, Wake in Fright, etc., because of its outback feel in such a convenient location). We finished the day at 8:00 pm at Tibooburra NSW, a genuine country town close to the borders of Queensland and South Australia. After a few beers at the two country pubs, we settled in for a cold night's sleep and looked forward to the alarm going off at 5:30 am the next morning.

Day Three 820 km Tibooburra to Birdsville. After repacking we got away at 7:30 am and had a reasonable run to Tunamurra where we had lunch. A small delay while we tried to sort out a problem with the inlet to the spare petrol tank, and then we took to the dirt roads which worsened as we headed north. Further problems started to appear as the shocker punched its way through the boot floor, and after removing it we travelled on slowly trying to nurse the spring. The ruts in the track were also getting deeper, and with our poor ground clearance, we had to get up on the ridges formed by the wheels of the 4WDs and trucks after the heavy rain earlier in the year.

We also encountered large stretches of water on the road, and cars were forced to take to the bush and skirt around them.

Our next hold-up occurred when the hand brake mechanism was ripped off by a large rock and dragged along in the dirt. I disconnected all the cables, and we added the lot to the spare parts bin in the boot. We continued slowly as the sun started to set.

The Jaguar was now one of the last cars, with only a couple of 4WD support vehicles somewhere behind, plus another couple of Bash cars with similar problems to ours.



***This is fun? Low ground clearance proved to be a drawback in using a Mk 2 rather than a Mk VII – and the normally arid outback made life very difficult. This photograph was taken soon after leaving Birdsville with the car's floor resting on deep and soggy mud. Fortunately, backup crews proved effective***

Surface water on the track had now become our big problem. The shallower sections we drove through had thrown mud all over our Perspex light protectors, and we had already discovered that our driving lights were not up to the task – now they were totally inadequate; a couple of 'flame throwers' high on the roof rack should have been the way to go.

We were heading off the track a lot more often as large water patches loomed out of the dark, and this brought its own hazards because there was no guarantee where we were heading was any drier. However, we plodded on and approached a fire on the side of the road- our last checkpoint. It was now about 9:00 pm and on the final stretch we hit water before checking in – and suddenly all of our lights shorted out, oh joy!

A quick look by the campfire and we found we still had low beam, but nothing else. Get moving was the order- still another couple of hundred kilometres to go.



***Disaster in the usually parched outback! Just another obstacle, but this one ended happily for all teams thanks to a 4WD tow vehicle with a winch***

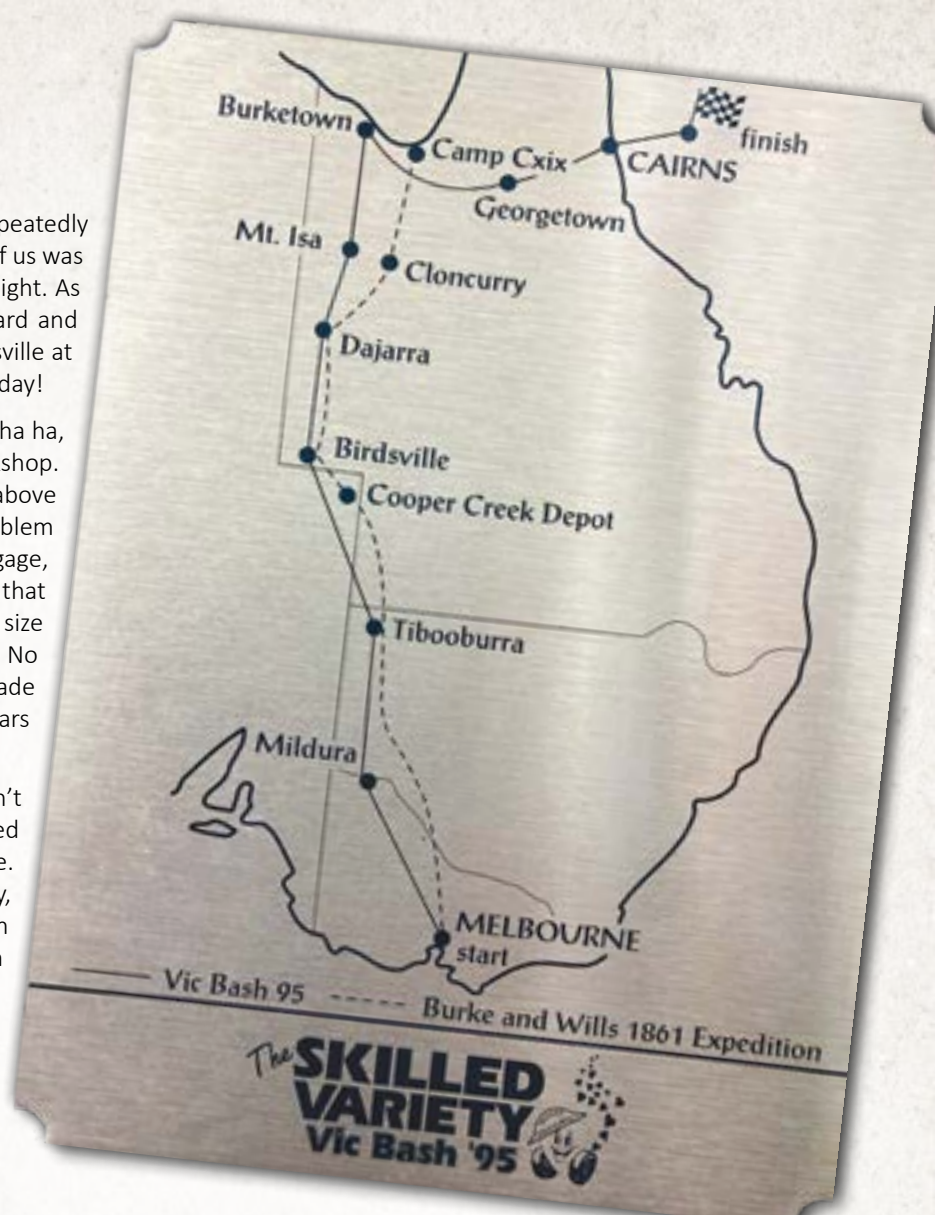
# PART 2

To cut a short story long, we got bogged twice, repeatedly stopped to clean the Perspex, and at one stage one of us was hanging out of the window with a portable trouble light. As they say in the classics "It will be long, it will be hard and there will be no withdrawal"!! We finally made Birdsville at 3:00 am and crashed into our sleeping bags. What a day!

Up at 7:00 am, same morning, which was a rest day ha ha, to get in the queue for the hoist at the garage workshop. While we waited, I made up a metal plate to slip in above the shocker. That was later welded, but another problem raised its head when the starter motor wouldn't engage, so while on the hoist I decided to take it out, but that was easier said than done with an alloy plate the size of a dining table bolted to the bottom of the car. No options, off it comes, starter motor out, cleaned, made operational and put back in record time as a lot of cars were waiting for the hoist.

I later decided to find out why our thermofan hadn't been coming on since Garry told me he instructed the mechanics to set it on a fairly low temperature. Surprise, surprise, the wire had been cut, but luckily, an auto electrician happened to be nearby and ran some new wiring for us, only to discover that the fan was burnt out. Those couple of mysteries still haven't been explained.

This wasn't looking good for us. We tidied up a few other small problems, showered in time for dinner and looked forward to a big night out at the Birdsville Pub – no need for descriptions.



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# E-Type Register Notes by Gail Bradley

## Garage Gawk of Pure Class

The E-Type Register was granted a brilliant day weather-wise in August, and an even better location and car collection for our inaugural "Garage Gawk", an opportunity to inspect and admire our members' home garages.

An 1881 mansion in leafy eastern Melbourne shielded a collection of 12+ Classic Cars and hosted 18 visiting E-Types and 39 members. All our E-Types fitted inside this spectacular house's circular driveway.



Generously hosted by Peter and Jane Strauss, the display was jaw-dropping.

Firstly, the house. Built by the Western District's Winter-Irvings as their Melbourne bolt hole, it was rescued from its life as a functioning nursing home by the Strauss's in the late 1980s. Lovingly restored to Victorian splendour we glimpsed vast rooms, loads of mahogany panelling, enormously high ceilings, a huge billiards room decked out with car racing memorabilia, cleverly concealed brass roundels over the ducted vacuum system and generously sized living, family, study and sunrooms. It was a privilege to be able to view one of Melbourne's finest mansions.

Next, the cars. In the basement and also in the carport were 2 Ferraris including a 1970s Dino, two Bentleys, two E-Types including the lightweight, an XK140, and an ISO Grifo. Outside, in the carport, was the Lamborghini, another Porsche and some daily drivers. The collection is breathtaking.



We received a short presentation from Peter at commencement, as he introduced each car, and then we were free to view, touch, admire, ask questions, share comments and socialise. Jane and Peter were given a small token of our deep gratitude for being willing to share their magnificent home and car collection with us.

A generous morning tea was served, and then E-Type people, being what we are, repaired to the driveway to admire each other's cars.

We remain profoundly grateful for this magnificent opportunity.

## Future events:

4<sup>th</sup>-7<sup>th</sup> October: The Spring Run has been organised by the ever-efficient Jenni Williamson and Michael Brown. RSVPs have closed. You still may ask Jenni if you can attend, but catering numbers are being paid now. ([jcwilli667@gmail.com](mailto:jcwilli667@gmail.com))

19<sup>th</sup> October – Garage Gawk: Tony Robinson's all-Jaguar collection in Werribee has been offered for our next perusal, along with morning tea. Event Registration is open on Member Jungle before 12<sup>th</sup> October.

23<sup>rd</sup> November: Christmas Lunch. Kew East Golf Club. Save the date.

## Early Warning Dates:

No meeting in January.

22<sup>nd</sup> February 2025 (date TBC) at the Clubrooms for a session with Peter "Doc" Fuller and Ade Whiter called "Cooling AND Carbies". The hoist will not be used.

March 2025 (date TBC) Garage Gawk: One for partners too. An extensive collection of mongrels and Jags, including an E-Type, all in various stages of restoration, presented by one of our own who is living the dream of restoring multiple vehicles, along with his equally talented wife. The collection is housed in Pakenham and will be followed by a run to a winery for lunch or a basket picnic.

Just a reminder to drop Gail a line at [gail.bradley228@gmail.com](mailto:gail.bradley228@gmail.com) if you want to be on (or off!) the E-Type Register mailing list. We also have a super friendly and informative WhatsApp group – Anthony McMahon can add you to that.

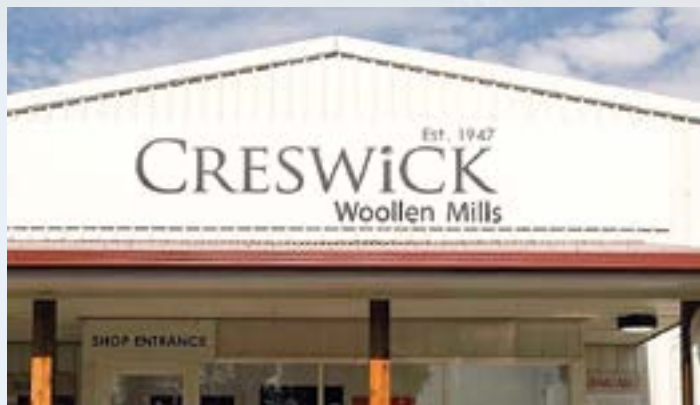




# GEELONG REGISTER NOTES

by Rob Tolano

Please note as our September run was held after the deadline date for this edition of the CAT-A-LOG, the September run notes will be in the November edition.



## October Run

Sunday 27<sup>th</sup> October.

Visit the Creswick Woollen Mills and have lunch at the Farmers Arms Hotel Creswick.

The October Club Run takes us to the historic gold-mining town of Creswick. Firstly, we visit the Creswick Woollen Mills, a family-owned and run business with a proud heritage of designing and manufacturing the finest natural fibre textiles since 1947.

We can learn about the production of natural fibres with their award-winning interactive exhibition 'A Very Fine Yarn'. As with all good establishments, we exit via the Mill Shop which offers a range of natural fibre apparel, accessories and homewares – perfect souvenirs of your visit.

There is also a small display of farm animals who will be eager to meet you!

Then it's back into the town of Creswick for lunch at the historic Farmers Arms Hotel.

### Details:

Meet at Fyansford Hotel Carpark at 9:30 am for 10:00 am departure.

Arrive at Woolen Mills at 11:30 am

Arrive for lunch at the Farmers Arms Hotel at 12:30 pm

RSVP: By Friday, 18<sup>th</sup> October to Kris and Laurie Cuttiford

Email: [cuttiford@bigpond.com](mailto:cuttiford@bigpond.com)

Mobile Text: 0419 376 851

## November Run

Thanks to Leanne and Graham Deahl, I am pleased to confirm a weekend run to Port Fairy will be held from Friday, 22<sup>nd</sup> November to Sunday, 24<sup>th</sup> November. Accommodation will be at the Big 4 Holiday Park, 115 Princes Highway, Port Fairy – the only caravan park in Port Fairy with enough cabin/motel rooms for our group.

As there are various types of cabin/motel accommodation, please contact the park directly to confirm your choice. Their number is 03 5568 1145. More details are available on their website <http://www.big4portfairy.com.au/>

Our booking is held under the name "Geelong Jaguar Car Club."

For those with pets please note the powered sites are pet-friendly, however the motel rooms and cabins are not.

Further details about the weekend's activities will be in next month's notes.

### Christmas Dinner – Save the date!

Early notice – The Geelong Register Christmas Dinner will again be held at the Royal Geelong Yacht Club on **Friday, 6<sup>th</sup> December 2024**. Further details will be provided closer to the date.



Port Fairy on the Moyne River

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by Paul Dwan

# Modern Classics Register visit to *Advanced* ALLOY WHEEL REPAIRS

On Wednesday the 14<sup>th</sup> of August the Modern Classics organised a night at the Advanced Alloy Wheel Repair business in Nellbern Road Moorabbin. We had 15 members in attendance.

The night started with the owner introducing himself, and he then escorted us across the road to see the new factory that he is soon to expand his business into. He gave us a brief rundown on how and when he took over the business which now operates with 4 vans on the road and 15 employees.

The vans are used to collect wheels for repair from car yards, mechanics and insurance yards. Members of the public need to bring the wheels to the premises and can arrange to bring their car and leave it for up to a week for the job to be completed. The time required is dependent on their workload and the size of the job.

On arrival, the wheels, tyres and TPMS valves (where fitted) are coded to ensure that the tyre and TPMS valve are re-fitted to the rim that they arrived with. The repair process starts with the rims being tested to ensure that they are perfectly round. On average, 20% fail the test and need to be made round before any other repair work is done. The rims are then further tested to see if they are warped or seriously damaged. The wheels may then have the front or rear sides machined to remove gutter rash, scratches and other defects.

Rims with deep scratches or gouges can be tig welded/filled and then machined.

From there, some go into a water-based acid bath to remove old paint and any other impurities. They then go on a conveyor belt to be powder-coated. This process runs them through a large oven at the end of which comes the finished product. Both the front face and rear face of the rims are cleaned, and powder coated.

With some rims, the owners request that they be powder-coated a different colour from the original. Black is currently a popular re-colour choice.

The evening concluded with a group photo and the owner thanked us for our visit and handed out bottled water and a discount coupon for each of us.

On behalf of the Modern Classics Register and The Jaguar Car Club of Victoria, I would like to thank Peter for his time and effort along with Lorenzo (one of his friendly staff) for a really interesting and informative evening. A thank you also to the members who attended.

If the rims on your pride and joy look a little worse for wear and need some attention, then a visit or phone call to Advanced Wheel Repairs would be a good place to start.

Cheers and thanks to all, Paul.



A small part of the workshop



Machine for refacing diamond cut alloy wheels

On a magnificent sunny Spring Day, we had 14 members with 1 apology. Among the 14 members, there was 1 new/old member, 1 new member, both with X300 Jaguars, and Bruce Craven, who owns a stunning F-Type.

Since our last meeting, we had a night at Advanced Alloy Wheel Repair in Moorabbin and our 25th Anniversary Dinner at The Pine Grove Hotel in Upper Beaconsfield, both covered elsewhere in this edition.

On the 20<sup>th</sup> of October, we are planning a short run starting in Tooradin, passing through the sealed back roads (similar to those of England, probably no more than 30 km/h in places) of Gippsland and the Strzelecki Ranges. We will pass through the towns of Lang Lang, Nyora, Kernot, Kowera, Loch, Bena, Poowong, and more. On the day, those attending will be given a detailed set of directions of the roads and route to be taken at the Tooradin starting point. (Please don't follow me as I will surely get lost ☹️) There will be some options on which way to go, and being close to Melbourne, you are free to stay longer or leave at your discretion. The trip is approximately 130 km, and the run will take about 3 hours. JCCV members wishing to attend, please contact me directly on 0400 823 738, email me, or register on the Member Jungle app.

Adrian brought into the meeting the existing timing chains and tensioners off his V8 Jaguar for us to view, and I brought in an original 1966 Melways (number 1) to show.

From that point, we went around the room to hear what the members and their cars had been up to. It appears that most members who attended had no real problems with their cars at all, which is a really good sign.

Craig Wilson replaced the battery in the X300, and all is now good.

Adrian has his Jaguar booked in to fix his wiring after rats got in and munched through some of the wiring. This included the wiring to the indicators, which started smoking whenever they were used.

Bruce Craven is working his way through his Triumph TR250, which had been poorly converted from LHD to RHD.

Craig De Wilde told us about the process he went through to secure his new 2017 SVR F-Type from Sydney, sight unseen. He obtained a pre-purchase report and was most impressed by the content and the huge number of photos provided (over 200). He is a very happy new owner.



F-Type SVR interior

Our next Modern Classics meeting will be on the 8<sup>th</sup> of October at 7:30 pm to 8:00 pm onwards.

Until then please drive carefully, stay safe and well.

Cheers Paul

# Modern Classics Register

## *25<sup>th</sup> Anniversary Celebration* by Paul Dwan

On a not-so-cold spring night but with plenty of wind and rain, 27 members celebrated the 25th Anniversary of the Modern Classics Register at The Pine Grove Hotel in Upper Beaconsfield. The evening started at 6:30 pm, and with everyone seated and stocked up with drinks, I summarised the history of the Modern Classics from its beginning to the present day with much help from Lyn Belcher.

We were provided with our own room away from the rest of the hotel, and the staff came in to take our dinner orders. We had two long tables, which offered attendees the chance to discuss a wide range of topics with much laughter. The meals arrived in an orderly fashion, one after the other, until we all fell quiet, digesting our food.

The meals were certainly very delicious and plentiful. As we were finishing our meals the staff brought in the celebratory cake with two candles – numbers 2 and 5 in silver-coloured letters. We had a few photos taken with all the Register secretaries present on the night and the cake. The staff then took the cake away, cut it into 27 slices and served it on plates with spoons for us to devour.

The remainder of the night was spent moving around the room



Past Register Secretaries celebrate the anniversary

conversing with each other until members started to wind up for the evening and started to make their way home.

I would like to personally thank everyone for their attendance at this night's celebration. I would also like to thank the hotel and the staff for all their assistance and service.

# BATTERY FIRES

by John Watkinson (courtesy of Jaguar Driver magazine in the UK)

The batteries used in electric cars store energy and if something goes wrong, that energy may be released in unintended ways.

The same is true for conventional vehicles powered by hydrocarbons. All types of vehicles can catch fire and presently, there is no evidence to suggest that electric vehicles are any more likely to do so than conventional ones. There are, however, considerable differences between the two energy sources when things do go wrong.

Whatever the hydrocarbon fuel – gasoline, kerosene, diesel oil, LPG or natural gas – energy is released by allowing the fuel to combine chemically with atmospheric oxygen. When this happens, heat is released until the fuel is used up. When all goes well, the heat is sent to the radiators in your house or used to expand the gases behind a piston that pushes a vehicle along. When things go wrong, the fuel may be spilt and catch fire. The fire is sustained by a supply of atmospheric oxygen. Such fires are well understood and can be put out by any means that deprives the fire of that oxygen, including the application of foam or that demonised substance, carbon dioxide. By and large, once such a fire is out and things have cooled down, the likelihood of the fire starting again is not very great.

Batteries used in electric vehicles are not at all like that. The energy they contain does not require oxygen to be released. All that is required is a complete circuit in which current can flow and the energy will be delivered. The battery is not ‘used up’ and weighs the same amount whether discharged or fully charged. When all goes well, the energy arrives at a motor that pushes the vehicle along. When things go wrong the circuit can be completed internally and it all gets very interesting.

The first thing to grasp is that there can be no big lithium cells. The cells develop heat, and they must be small so that their surface area is large in proportion to their volume, otherwise, they will overheat. The reality is that all large lithium batteries are assembled from a huge number of small cells. At that point, statistics take over, because the more of anything we have, the more likely it is that one item will fail. Whilst some failures may result from incorrect charging or accidental damage, some will be spontaneous, that is, without obvious cause and at an unpredictable time.

A lithium cell may fail by refusing to deliver a charge. On the other hand, it may fail by releasing the charge internally as heat. This is not funny because the heat may damage adjacent cells that also start releasing energy. Before long there is a runaway process in which the whole battery releases its stored energy.

When a lithium battery goes up, it’s a problem, because the conventional firefighter’s approach of blanketing off atmospheric oxygen with foam doesn’t work. Taking away heat with water may help to contain the event but doesn’t stop it. The automatic fire extinguishers in the cargo hold of aircraft are not effective in lithium battery fires. Electricity is not a fuel and the reaction that produces heat is not a fire. The rest of an electric vehicle may be on fire, including the zero-emissions placard on the boot lid, but the battery isn’t. The battery releases internally stored energy and once the damage gets beyond a certain point, nothing can stop it.

There is a lot of anecdotal evidence from firemen who kept pouring water onto burning electric cars with no effect – thousands of

gallons, in some cases, but the battery just kept on producing heat... heat and noxious fumes. You can’t go near it without a breathing apparatus.

The evolution of gases cannot be contained. Any attempt to put a burning lithium battery in a sealed container will result in the container bursting. A stronger container bursts with greater violence.

Worse than that, there are numerous cases in which the ‘fire’ appeared to be out, and the remains cooled down. However, when the wreckage was recovered, the battery would start releasing energy again and set fire to the recovery vehicle. Alternatively, the wreckage would be offloaded at some depot and would spontaneously go up again, possibly after a considerable time.



Damaged lithium batteries must be treated with great care and new procedures are being adopted to deal with electric vehicle fires. In some places, when an electric vehicle is being recovered, a fire appliance will accompany the recovery vehicle in case it goes up on the way.

Some cities have obtained special fireproof recovery trucks to deal with electric vehicles. Once the damaged vehicle is loaded, the truck is designed to withstand re-ignition during the recovery journey.

When an electric car goes up in the open, the energy from the battery can be dissipated. However, cars are not necessarily parked in the open. What happens if an electric car goes up in a multi-storey car park, or the Channel Tunnel, or on a ferry? It’s only a matter of time before it happens.

It should be noted that the Channel Tunnel will not carry LPG-fuelled cars because of the increased fire risk. Perhaps in due course, they will refuse to carry electric cars for the same reason.



Ferries could carry electric vehicles on open decks, so if they go up the heat can escape, but the thought of an electric car going up in a conventional roll-on-roll-off ferry, where the vehicles are tightly packed in fully enclosed spaces, doesn't bear thinking about.

That, of course, is precisely the wrong approach. These things do bear thinking about, as only such thought and appropriate action will avert future tragedies. Aviation is already involved. It is no longer legal to carry lithium batteries as cargo in passenger-carrying airliners. There are not many ways remaining to transport a car from the UK to Europe. If these few services decide to ban electric cars, then they are effectively trapped in the UK.

Ironically, electric cars are seen as one of the solutions to air quality in large cities. Yet the car parking in such places is either underground, in the lower levels of buildings or multi-storey car parks – exactly the environments in which an electric vehicle fire would do the most damage.

Sadly, as the Grenfell Tower experience shows, something terrible must happen before any steps are taken. In some places, there are car parks that form the lower floors of apartment or office blocks. Some of these places have already imposed a ban on electric cars using the parking spaces because of the extra heat load on the structure if one goes up and ignites other vehicles parked nearby.

The lack of preparation for the wide-scale adoption of lithium batteries has already had some interesting consequences. In Australia, a lithium mega battery has been built for power-levelling purposes. It's connected to the grid, and charges when demand for electricity dips and provides power when demand peaks. It is assembled from batteries the size of shipping containers, each of which contains zillions of cells. A quick calculation shows that the stored energy in one of these is the equivalent of two tons of TNT, suggesting that they should be treated with a certain amount of respect.

Oil tank farms and bomb dumps all separate their goods by reasonable distances, with bunds and blast walls so that if one item goes up, it doesn't set off everything else. Surprisingly, given all the space available in Australia, the mega-batteries were stacked together in neat lines. The astute reader will have guessed what happened next. That's right – one of them went up, and the heat released set off the one next to it.

Nearer to home, a lithium battery used for power-levelling in Liverpool went up in 2020. One cargo aircraft and its crew have been lost, and a car transporter ship has sunk after catching fire. Lithium batteries are believed to have been involved in both cases.

Electrically powered bicycles and scooters are becoming popular, and the batteries are developing a reputation for going up. There is less safety legislation covering devices such as scooters and pressure to keep the selling price low. Many of these machines are taken indoors for security purposes, and when the battery goes up, the house may go up with it.

None of this is getting much publicity, for the obvious reason that the public is supposed to think that everything is safe and under control and that a clean electrical future is just around the corner.

With lithium batteries becoming ubiquitous, the clock is ticking for something to happen. Is there anything the individual can do? Yes. Rule number one is to under no circumstances throw lithium batteries or anything containing them in the general rubbish. Don't expose them to direct sun or sources of heat. And if a battery goes up indoors, get it outside if possible.

# XK8 Jaguar - Lightning

Member Matt Belcher enters his first Variety Bash.

Swan Hill - Airlie Beach | 16 - 24 August 2024

Lightning McQueen was on the floor at the July General meeting and Matt was blown away by the generosity of the JCCV members and the club committee on the night. The little bucket that he put on the table was filled to overflowing with notes to the tune of over \$900. The club also donated \$500 to the Variety Vic Bash Charity to support the kids which was very much appreciated.

Matt's co-driver was a long-standing friend, Ian Fossey, and together they raised just over \$20,000. This was a substantial effort for rookies. The charity raised over \$1.6 million through the 2024 event. 82 cars were competing at this year's bash plus 12 cars for the organisers, media, and breakdown services.

In Matt's words here is a snippet of his journey.



Ready for the adventure

## Day 1 - 17/08/2024

Swan Hill to West Wyalong, approximately 600 km.

It was mostly on dirt. A few cars broke down just outside Swan Hill, but the breakdown service arrived. The team of volunteers is so good at what they do and was able to get the cars back on the road.

Most meals were supplied with egg and bacon rolls, fruit, and cereals for breakfast. Some of the lunches were served at small schools that we visited, where grants were handed out for various reasons, including new playgrounds and classroom iPads.

Dinners included roast pork, lamb, and beef with plenty of veggies.



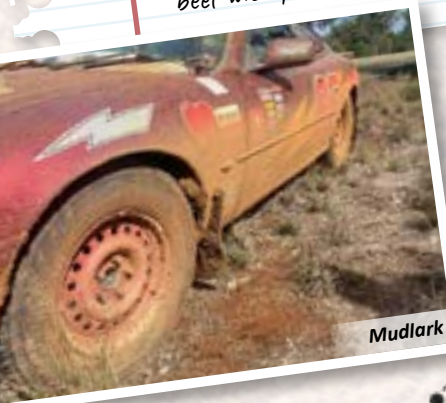
Ready to set off for Swan Hill

## Day 2 - 18/08/2024

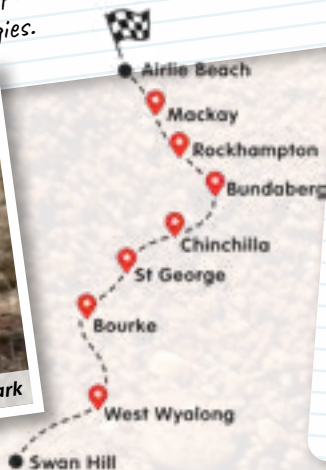
West Wyalong to Bourke, approximately 500 km

On this day I forgot what day it was and from then on I knew I was relaxed and in for a great time. There were so many people from all walks of life having fun while raising money for the kids.

This was one of the hardest days, with the road so wet that the dirt had turned to mud, and a decked-out 4WD would have been a more suitable vehicle. There were cars and 4WD on the road and in the ditches on both sides at the bottom of a hill. So, we took our line, turned on the traction control, and went for it while muttering a few choice words. We were opposite lock most of the way up the hill, but we somehow managed to make it through.



Mudlark



# McQueen Hits the Dirt

## Day 3 - 19/08/2024

Bourke to St George, approximately 550 km

On this day, there was a beer truck that turned up in the middle of nowhere on dirt roads where you had to stop for a beer. Another stop was beer and live music; you don't get a beer. Another stop was beer and live music; you don't get much better than that out in the middle of nowhere! The day finished with a talent show and karaoke at the local hotel.

## Day 4 - 20/08/2024

St George to Chinchilla, approximately 450 km

We had a travelling musician with us, and after eight days of listening to him, I knew he was good because I still liked him.

Rest stop on the way to Mackay



Lightning tired and thirsty

## Day 5 - 21/08/2024

Chinchilla to Bundaberg, approximately 400 km

A highlight of the trip was the children's faces when we were handing out giveaways. Some of the schools we visited had only 10-14 students. Of course, they all loved Lightning McQueen, and his tongue hanging out of his mouth was a great attraction.



Local news covers the arrival of the cars



Arrived in Bundaberg

## Day 6 - 22/08/2024

Bundaberg to Rockhampton, approximately 300 km

This was 'Rocky Day', a day to get dressed up. Participants get very creative with their costumes. One participant even dressed up as Ayres Rock!



Award winning Jag - of course

## Day 7 - 23/08/2024

Rockhampton to Mackay, approximately 450 km

There were fun stops during the day where we stopped for games and cheese and biscuits. The people on the Bash were a great bunch and there was plenty of banter and laughter. We met some amazing people and have made some lifelong friends.

## Day 8 - 24/08/2024

Mackay to Airlie Beach, approximately 200 km

When we arrived at Airlie Beach, they shut down the main street, and we all formed a long line. The cars paraded down the street and onto the foreshore, where they were on display for the rest of the day.

As rookies, we were very pleased and surprised to hear them announce that Lightning McQueen won Best Presented Car. He never failed to proceed on his 8,000 km return trip. This surprised many people because he is a Jaguar, but he destroyed the myth that Jaguars are unreliable - "Ka Chow".

I must admit it was not only Lightning with his tongue hanging out at the end of each day. The days were long hauls but a real experience. Would I do it again - YES - in a heartbeat!

So, if you are thinking of doing a Bash, don't just think DO IT. You will have a blast - a trip of a lifetime for a very worthy cause!



We made it!



# Gippsland Register Notes

By Helen MacCubbin



*Fearless leader Les Bradd giving directions*

Gippsland on 8<sup>th</sup> August, our tour to Sale was organised by Marg and Les Bradd in their 1999 S-Type. Travelling through the picturesque market gardens of the Mitchell River flats, we stopped at Glenaladale Cricket Oval for morning tea. Participants were Robin and Helen Harris in their immaculate blue 2003 S-Type R (that is for sale), Max Greenwood travelling with Terry Petersen (XK X150), Ann and John Patterson (2003 X-Type), Secretary Helen MacCubbin in her newly acquired 2016 blue XF (previously owned by the late John and Mary Birdsey) plus visitors Chris and Lesley Avery (modern). Apologies from Raelene and Ken Oldham, Jeanette and Laurie Johnson, and Mary Birdsey. Morning tea and the Register meeting were conducted in the glorious sunshine. The Secretary inquired around the group if they were satisfied with recent changes. Everyone seemed happy with the new and old arrangements. Robin Harris is putting together the Geelong Sprints itinerary. Helen Harris and Marg Bradd are working on the Christmas Party (an early evening event in Paynesville). Max is interested in preparing a March 2025 getaway to Merimbula.

Our group travelled via sealed forest roads, passing through Briagolong and Stratford before arriving at the 'Timeless Memories Museum' in Sale. There, Dave Thomson (1973 Aston Martin V8) and first-timer Chris Ogden from Churchill (XJ X300) awaited us. Rosie and Peter Smolenaars, the owners of the 'Timeless Memories Museum,' provided a classic lunch with homemade cordial. Peter shared his passion for collecting, restoring, and displaying thousands of items. Members were transported through time as they explored displays from yesteryear. The exceptional collection, shelved in many sheds and outdoors, included household items, antique toys, mowers, classic motorbikes, blacksmith tools, vintage farm machinery, fuel, and oil containers. Les and Marg deserve thanks for organising a truly memorable and fascinating day that sparked conversations and childhood memories.



*Timeless Memories*

Our second outing was on **Sunday, 8<sup>th</sup> September**, with a tour to Marlo. Helen and Robin Harris (XE S) and Marg and Les Bradd (1999 S-Type) left Bairnsdale, picking up Max Greenwood (2003 S-Type) and Terry Petersen (2006 XK X150) in Bruthen, then Ann Patterson accompanied Secretary Helen MacCubbin (2016 XF) in Nowa Nowa. Apologies from Laurie and Jeanette Johnson, Russell and Margie Budge, and soon-to-be members Don and Nancy Jobe.



Morning tea and the Register meeting were held at Newmerella Wayside Park. Items discussed included: - November BBQ at Nyerimilang Heritage Park; Helen's report on the Christmas Party: drinks and nibbles starting at 6:00 pm at 'Pier 70' in Paynesville; no January meeting; February will feature a local tour of Eagle Point and Paynesville with a private BYO BBQ at Helen and Robyn Harris's house; and lastly, in March, a tour to Merimbula organized by Max. Also, Ann suggested a trip to a tulip farm next September. Tech talk covered fixing manufacturers' paint variations, connecting a trickle charger to a modern Jaguar, and repairing a damaged key.

In Orbost, we visited the amazing 'Wood Exhibition Centre'. Viewing 30 years' worth of crafted wood pieces that have won or were highly commended in the bi-annual woodworking competition. We then drove to Marlo Hotel to enjoy local fare, great company, and headed home after our photo shoot.

## Coming up

**October: Sunday, 27<sup>th</sup> 10:30 am 'Show and Shine Day'** 1 Simpson Drive Newlands Arm via Paynesville. Organised by the Riviera Lakes Car Club. This is a fundraising event with live music and raffles. Variety of marques, bikes, and hot rods. BYO lunch and chair/table. Morning and afternoon tea are provided. Members only \$10 per person entry. Funds to the "Gippsland Emergency Relief Fund".

**November: Sunday, 10<sup>th</sup> Picnic at Nyerimilang Heritage Park.** Depart Howitt Park, Bairnsdale, at 9:30 am. BYO morning tea. BYO BBQ lunch in the gazebo. A small entry fee. Walks, displays, and farm heritage machinery. RSVP: Helen at 0488 060 224 (leave a message or text) by 7<sup>th</sup> November.

**November 22<sup>nd</sup> - 24<sup>th</sup>** Geelong Revival Festival - Sprints. Robin Harris phone 0418 331 674

**December: Sunday, 15<sup>th</sup> Evening Christmas Party at Pier 70 in Paynesville.** 6:00 pm for drinks and nibbles. RSVP to Helen Harris at 0418 395 764 or Marg Bradd at 0409 244 293.

**No January gathering.**

**February Tour of Eagle Point and Paynesville.** BYO BBQ in Paynesville.

**March: Trip to Merimbula.**



# Understanding Direct Tyre Pressure Monitoring Systems (TPMS)

Direct Tyre Pressure Monitoring Systems (TPMS) have become essential components of modern vehicles, ensuring safety and efficiency by continuously monitoring tyre pressure. Unlike indirect systems, which estimate pressure through wheel speed sensors, direct TPMS uses sensors within each tyre to provide real-time pressure readings. This precision can prevent accidents caused by under-inflated tyres and improve fuel efficiency.

However, like all vehicle components, TPMS sensors require maintenance and replacement. Understanding when and how to replace these sensors can keep your vehicle running smoothly and safely.

## How Direct TPMS Works

Direct TPMS uses pressure sensors mounted inside each tyre, typically on the valve stem. These sensors continuously monitor the air pressure and transmit the data to the vehicle's onboard computer. If the pressure in any tyre drops below a certain threshold, the system triggers a warning light on the dashboard, alerting the driver to check and inflate the tyre.

The accuracy of direct TPMS makes it particularly effective at preventing tyre-related issues. Low tyre pressure can lead to reduced fuel efficiency, poor handling, and an increased risk of tyre blowouts. Direct TPMS helps drivers maintain optimal tyre pressure by providing real-time data, contributing to both safety and performance.

## When to Replace Direct TPMS Sensors

TPMS sensors are built to be durable and reliable, but like all components, they have a finite lifespan. The exact life of the TPMS sensors depends on factors like driving conditions, climate, and usage. Here are some indicators that it might be time to replace your TPMS sensors:

**Battery Life:** Most TPMS sensors are powered by built-in batteries, which usually last between 5 to 7 years. Since the batteries are sealed within the sensor, they cannot be replaced independently. When the battery dies, the entire sensor must be replaced.

**TPMS Warning Light:** If the TPMS warning light stays on even after you've confirmed that your tyres are correctly inflated, it may indicate a problem with one or more sensors. Persistent warnings often signal that the sensors are failing and need replacement.

**Physical Damage:** Sensors can be damaged by rough driving conditions, improper handling during tyre changes, or exposure to extreme temperatures. If a sensor is physically damaged, it won't provide accurate readings and should be replaced.

**Routine Tyre Replacement:** Inspecting the TPMS sensors when replacing tyres is a good practice. If your sensors are nearing the end of their expected lifespan, replacing them along with your tyres can save time and money in the long run.



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# NORTH EAST REGISTER NOTES

by Wandy McIntyre-Leake

Register thoughts have been with Rosemary Bartell for the loss of her mum. Known to many Register members she was a highly respected, remarkable lady and will be much missed.

## Coming Events

At the time of writing, we still do not have a volunteer to host our Christmas lunch. Please contact President Mal if you can step up for this.

### 4<sup>th</sup> October

First Friday Brekky – Wodonga Plant Farm Gallery Café 9:30 am. Numbers to Wandy by reply to Gmail message please or text 0411 112 294

### 7<sup>th</sup> – 13<sup>th</sup> October

**Peter and Lorraine's Week Away.** Not a lot of promotion to do for this event....it is all done. These two stalwart members have been running this event since before I was a member of the register. They are very good at it. The event will begin meeting at Malcolm's Shed 8.15 am Monday 7th for an 8.30 departure for Whitfield.

**Survival Kits will be issued at morning tea.** These are very necessary. Along with some nice edible goodies, they will contain your instruction manual. Follow the manual, and you won't have to make another decision all week. We know that Thursday night is a Rock 'n Roll night, and we are encouraged to "dress up". Friday will include an excursion to the home of Katie and Nigel Fletcher in Bonnie Doon for a shed browse and lunch.

Whilst these two events are all we've been told about at this stage; have no fear. Once you see that manual, every waking moment will be accounted for. It should be a huge fun event as always. (I'll be sorry to miss the visit to Bonnie Doon. We must leave early to get the Healey down to Winton for the Alfa Romeo Ten-Hour Relay. It is the 30<sup>th</sup> anniversary of this event for Geoff... all in the same car.)

### 1<sup>st</sup> November

First Friday Brekky

**Florence Thomson Tour.** Planning is well underway for the 2025 event. Ladies, if you are thinking, "Oooh, I might think about going on that," keep your eye on the ball! Once entries open, you need to apply immediately! The event will be booked out in a heartbeat. I will alert you via our Gmail account.



## Past Event

**Mal and Deb's quickie lunch run.** In the absence of a volunteer for August, Mal and Deb threw together a quickie with 3 days' notice. It was a delightful run. East enders met at Malcolm's shed while west and central members left from home and all met up at Cofield Wines, Wahgunyah. It's a delightful spot. We were in no hurry and sat over our morning tea for far longer than usual, which was all good. Eventually, we headed off for Yarrowonga, the main group via the north side of the Murray. The Leakes broke away and stayed on the Victorian side, not because we are anti NSW, but because we needed to include a quick trip home on the way. (We had been without electricity for 24 hours at Bundalong and had left a generator running and the workshop wood heater alight for hot water. The generator would need a drink and there was a slight anxiety that the vents were not closing properly on the wood heater, and it might get a bit hot and burn the place down! It hadn't and didn't.)

We all met up again at the middle pub in Yarrowonga. The food was good, and so was the company. It's very enjoyable to have a shorter run from time to time... less fuel cost and more chatting time. Huge thanks to Mal and Deb, who were only three days back from Africa!



Cofield Winery



We are getting a bit disorganised folks! We've been scrambling for volunteers and having to cobble together outings and events. We're a good register and support events well, but we need firmer planning. Please decide upon a month that you could organise an event. Our outing day should be the 3<sup>rd</sup> Saturday of the month. It can be changed but should not be without good reason. This one works for most of us with other commitments. I would like to have at least an outline calendar for the whole year ahead. It makes life easier.

**Grandpa Geoff & Tess  
on wedding duty.  
Both scrubbed up OK**



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The four-volume series is available for Jaguar Club members through Paul for \$250 plus \$20 postage. Each volume is available individually through Amazon.com.au for \$355 plus postage (total for all four volumes). To order:

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# XK Register Notes

by Roy Armfield



Three XK 12 engines in a line

## Monthly Notes

The parts and books from Peter Leech in Tasmania were snapped up by Peter Hutton. Peter says he bought the lot because he didn't want to see them go to waste and will be open to anyone who wants any bits and pieces. To this end, the Register will organise a trip to Carrum Downs in November for everyone interested.

Rob Oliver tells me that he has had the XK 150 engine rebuilt after its initial rebuild failed at the starting gate. He hopes it will be seen on the road and going somewhere under its own steam shortly.

Arthur Williams has also made progress with his wiring- especially with the impact of choosing to use LEDs and the 'quantum entanglement' that occurs with flashers, brake lights, and sidelights for an authentic 1958 XK 150.

Rod Craig has made excellent progress with strip-down, cleaning, and initial rebuild.

The numbers for the Border Run have ebbed and flowed due to various issues but remain around 40 in total.

Possible venues for an early Christmas function have been found and are being tested for suitability.

The bulk order for upgrading Jaguar clocks to electronic status has been received and allocated. All previous installations are working perfectly and not showing the telltale 'correct-twice-a-day' symptom.

One common problem associated with restorations is the quarter-vent rubbers. This issue affects all models with quarter vents, not just XKs. Replacement sets are available from the usual suppliers, but they all suffer from inconsistency in basic design or dimensional control. Consequently, fitting them is impossible, and even if they do fit, the quarter vent may not close (or open). The only solution is to sand down the rubber faces until a proper fit is achieved. A Dremel-type sanding tube or a small right-angle grinder with a sanding disc is necessary. With careful attention and multiple trial fittings, a satisfactory outcome can be achieved one section at a time.

For anyone in JCCV who needs three V12 XK engines, there's a bicycle setup at Burns & Co.

# CENTRAL HIGHLANDS REGISTER NOTES

by Noel Feltham

Several people have had a few weeks away over winter.

Mal is still busy with the Mk1 restoration.

Colin visited the jaguar display at the Brisbane Motor Museum and had some pics for us...Jag+Ford+Holden.

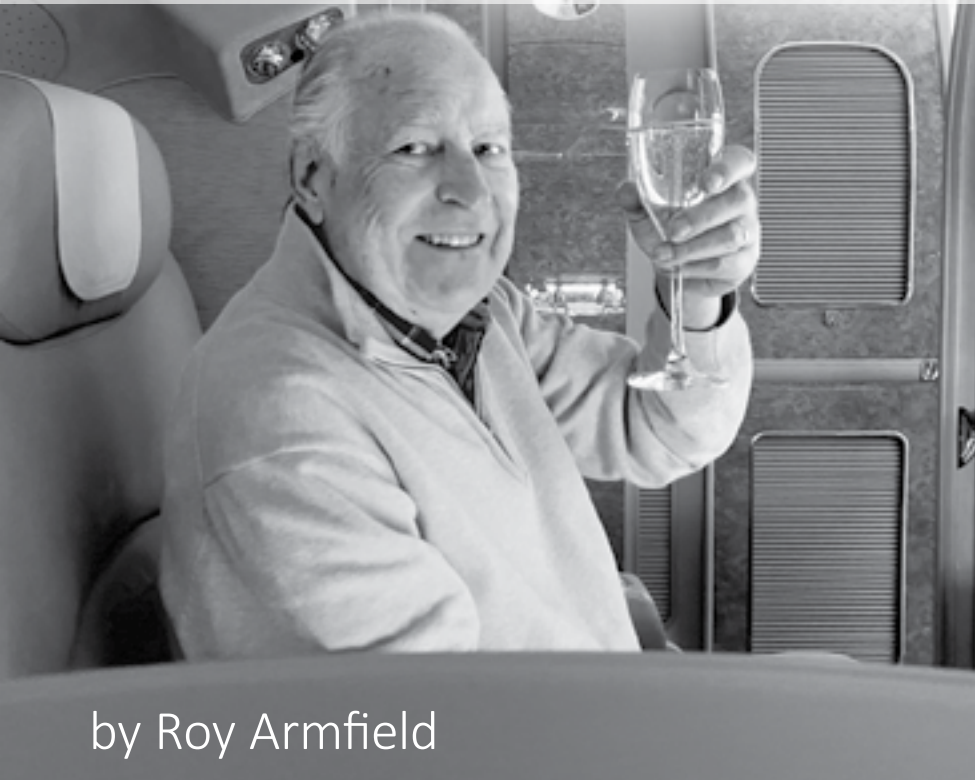
The 124<sup>th</sup> Lake Goldsmith Steam Rally is on 2<sup>nd</sup> and 3<sup>rd</sup> November 2024 <https://www.lakegoldsmithsteamrally.org.au/>

The Breakfast Club is at Lilly's Café on the 4<sup>th</sup> Sunday of the month and is being well attended.

Our next meeting will be at the Eastwood Street Leisure Complex, 20 Eastwood Street on Tuesday 8<sup>th</sup> October at 8:00 pm.

Noel Feltham ph. 0407 341 566  
Peter Hughes

# VALE Chris Webb

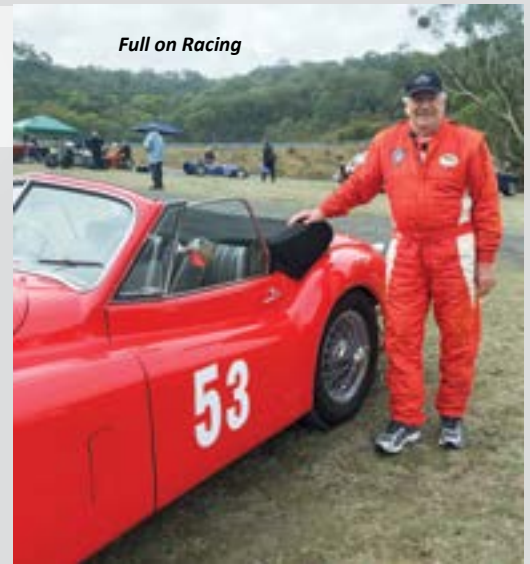


by Roy Armfield

It is sad to go to the funeral of a good friend, but it is also an occasion when you learn things that you never knew, and you talk to others who knew him differently. Such it was with Chris, who passed away on 20<sup>th</sup> August after a tough fight with amyloidosis. It was just a year ago that he was told he was terminally ill with only 6 to 9 months left. Typically, Chris took the long path, ensuring he went out in his racing suit at the end.

Within the JCCV, he was an avid racer of his red XK 120 DHC, originally belonging to John Elmgreen (co-author of "The Jaguar XK in Australia" and other books in the genre). Vic Spiteri was his "mechanic," so Chris and the car were happiest at 6000+ revs, screaming around Albert Park Lake during the Formula 1 Grand Prix in 2021. Chris and Elaine also took the car to England for the 70th XK Anniversary in 2017, touring grand estates throughout the countryside.

Vic Spiteri says, "I met Chris about ten or more years ago through the VHRR, running historic events together at Sandown, Phillip



Full on Racing



HALO

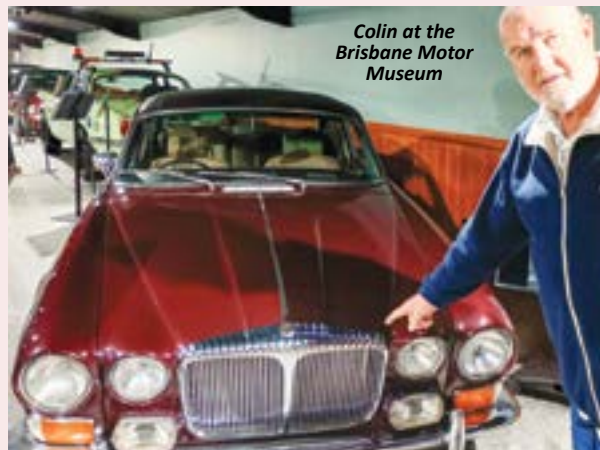
Island, and the AGP. He drove his much-loved red XK120 Drop Head at every opportunity, including Maserati Club track days. John Rundell and I have fond memories of Chris' company, enjoying dinners at the Island or after other track days. A true gentleman, sorely missed."

We learned that Chris was a HALO (High Altitude, Low Opening) member of the British SAS, a leader in safety design and operation of the North Sea and Bass Strait oil rigs, and an avid follower of Formula 1, attending these events in Adelaide and then Melbourne. But above all, he adored his family, telling us about his two children (Oliver and Clare) and their grandchildren – some were born during this last year.

Within the XK Register, Chris was just as enthusiastic. He and Elaine would be at the front, both in the drive and at the bar. They did the planning for our Great Grampians Gallop, even though they couldn't participate due to family commitments overseas. He will be sorely missed.



Mal's Mk1 front seats



Colin at the Brisbane Motor Museum



Daimler in the mud



Breakfast Club

# Goulburn Valley Register Notes

by Ngaire Rikys

Well, Spring certainly arrived with a vengeance as we drove through strewn branches and trees down to our Tuesday meeting on 3rd September at the Mooroopna Golf Club. The storm and winds certainly did some damage statewide, unfortunately. Luckily, we up here were not so badly affected by building damage. 20 Members made it through, with 13 apologies.

Run reports from Pat and Bill, back early from the Northern NSW coast, Graham and Marilyn from Queensland, who enjoyed 'playing' with Fred and Elaine, who seem to have been away for months, and Wayne filling us in briefly on the great Goggomobil trek from Darwin to Adelaide. (More detailed report on this run in the next CAT-A-LOG.) Maria topped everyone, though, having just returned from the UK and Paris!!

The Girls' August Club run to 'High Tea' at BonShaw in Stanhope was a wonderful bright spot in the winter calendar. The thirteen of us had a great time- wandering the extensive gardens, then the beautiful home of Bernie Ryan, a sprightly 83-year-old who loves to share his historic home and his gourmet cooking! Lucky us! Seated around the magnificent dining table, we were waited on with great aplomb while thoroughly enjoying the culinary delights of our High Tea.



Ernie in kitchen showing candelabra



Bernie serving Shelley, Jenny, Jean, Lynda



The group in the garden on arrival

Amid much hilarity, jokes were shared. Will we mention the big ball, better ball, ball-bearing company in Bunbartha!? We held brief introductions about each of us--members and friends--and engraved wooden spoons were handed out to the lucky ticket holders and our host. Some of us have already booked return dates to enjoy this unique and warm form of hospitality.

September of course holds the JCCV 40<sup>th</sup> Winton track day on 21<sup>st</sup> and 22<sup>nd</sup>, the SS register visit to the Goulburn Valley region on the 25<sup>th</sup> and 26<sup>th</sup>, and our own Club run on the 29<sup>th</sup>, David and Wendy's car rally, so lots to look forward to and there's this.....!!



Welcome cream can

# INTERIOR DETAILS

## Part 37 SS100 Clone Project

by Andrew Smith

SS100s pop up occasionally, usually in pieces scattered across the garage or property of an elderly person and dismantled with the best of intentions, never to be reassembled. Some old Jaguars possibly lost forever, once tripped over by Junior or his wife, who has imaginings of eagerness to go on a celebratory holiday in Venice, the scattered car junk being a hindrance to the access of the estate.

### SS100 39080

John Clucas's car SS100 39080 was one of these. Found in bits in Turrumurra, NSW. Acquired and eventually restored by John. Now restored, the car is tucked away in a garage in Scotland.

Unrestored, complete and still assembled original SS100s are extremely rare. Also, older restorations may appear to be factory originals, but the devil is in the detail and my interest at present is the interior details, which have been hard to find.

### Terry Larson

Terry Larson has an underground garage in Mesa, Arizona. He presents the air of someone accustomed to the remarkable, and once again he has a barn find SS100. He currently likes showing off the amazing discovery after secretly negotiating its purchase for several years.

In his sprawling restoration shop, which has seen so many Jaguar and SS sports and racing cars brought back to life, there stands a crusty SS100 relic.

His car is a 1938 SS100, 39049, 3.5 Litres, and is a rare piece of Jaguar pre-war history hidden in a New Jersey storage shed for the past 60 years. It was parked in 1958 and then largely forgotten, essentially no one in the global Jaguar community of owners and enthusiasts even knew it existed.



*Terry Larson and his unrestored SS100. This car had not been driven since 1960*

### SS100 French Rego 352 CY87

SS100, 2.5 Litre is a car found in 2016 and has not been restored. There are some photos, which unfortunately were not taken with my need for interior details in mind.

I have been trawling over my several thousand photos looking for correct interior details.

An SS100 was a cheap racing car, and the interior reflected this in that the interior, other than the door cards, is carpet. And that carpet was a cheap cut pile. Not very dense in the fibres.

My view is that generally, the carpet on the vertical faces of the rear of the car looks scruffy. I have studied many SS100 photos and found that virtually all interiors have this cheap detail.

The edge trimming around the carpet is made of vinyl with a hidden seam that provides a thick edging and not the edging of several years later in say the E-Type, where the edging of the carpets is exposed, thus being quite fine in detail.

The best examples of the interiors that I have seen, other than some original unrestored cars, are John Clucas's car 39080 and Brian Stawell's car 18050. There are only two complete and unrestored cars, which include the SS100 Rego CY87 and that well-known Jaguar D-type collector Terry Larson. The photos available do not easily show the details.

This month I have been bending 3-ply, sewing and gluing the rear interior sections of the SS100 Project.



*Installed side carpet section sitting loosely in position in my SS100 Project*



*The factory original interior of Larson's car*



*Velour carpet, with edges sewn around it*

# SS, MK IV AND MK V REGISTER NOTES

By Nik Cirakovic

It was with great sadness that we heard of the passing of our friend and Register member, John Beaumont. John was a very active member of our Register and the Club and a good friend to all of us. He will be sadly missed, and our condolences go to his family.

It's been quite a busy month on the "administrative" side of things for the Register.

Details and entries for our two-day Hump Day Run to Shepparton have been finalised with 19 Register members attending, and hopefully being joined by a few local members.

Entries for this year's Border Run closed on the 31<sup>st</sup> of August, with a total of 40 members taking part: 25 from Victoria and 15 from South Australia. Details for the "Smell The Roses Tour," which takes members from Melbourne to the Border Run over a couple of days, have also been finalised and sent out to the members participating in the run.

I was contacted recently by member Rod Craig, who informed me that he has recently purchased the MkV that previously belonged to Alan Dashper. Alan put in a lot of very good work on the MkV and I'm sure Rod will be pleased with it. It's also pleasing to know it has "stayed in the club".

## August Register meeting

Our August Register meeting was held at the clubrooms on Thursday the 15<sup>th</sup> with 10 members present and three apologies.

I gave the meeting details of John Beaumont's funeral, to be held in Bulleen on Monday 19<sup>th</sup> of August.

I informed the members that I had received an email regarding the upcoming sale of a MkV. The car is said to be in very good condition; however, the seller is still waiting for further instructions from the family of the owner as to price, etc. Once I receive this information, I will forward it to members.

The meeting was given details of both the two-day Hump Day Run to Shepparton and the Border Run.

It was then time to hold our Register AGM. I started by giving the meeting details of the Register's financial investments, including offshore accounts and stock holdings. All present seemed happy with our current financial situation. We then had a brief discussion on the future of our social Runs, and it was decided to leave any decisions until next year.

I then had the pleasure of awarding this year's "SS, MkIV, and MkV Encouragement Trophy" to Andrew Smith. Andrew has done an enormous amount of work in making his SS100 Clone and has written over 36 articles for CAT-A-LOG, which has highlighted not only his talents but also our Register. Well done, Andrew.

I then stood aside as Secretary and called for any nominees for the position. As is standard practice, all members who sent in apologies were automatically nominated, and a vote was held. Arthur Williams received one vote, Ivan Stephens received two votes, and Keith Bell received three votes and was duly declared the new Secretary. At this stage, mayhem descended upon the meeting, in scenes that were very reminiscent of a time when a certain former US President lost an election, and his supporters stormed the Capitol building. My supporters stormed the meeting, and after the turmoil receded, I was hoisted onto the shoulders of my supporters and carried through the cheering crowds, once again victorious and retaining the crown of Register Secretary. My plans for world domination continue. I would like to take this opportunity to thank Register members for their faith in me and all your support during the year. Your help has been greatly appreciated, and I will try not to disappoint you.

That's about all from "The First Register In Every Way" for another month. Our October meeting will be at the clubrooms on Thursday the 17<sup>th</sup> at 8:00 pm. Hope to see you all there.

Best regards

Nik Cirakovic



Our cars at Mt Gambier 2023





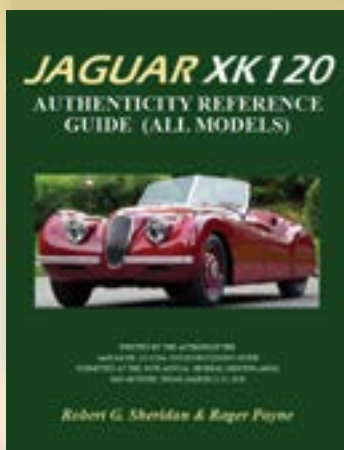


# LIBRARY NEWS

By Brad Miles, Librarian



THESE LATEST MAGAZINES ARE AVAILABLE



### JAGUAR XK120: AUTHENTICITY REFERENCE GUIDE

**Robert G. Sheridan and Roger Payne (294 pages)**

This impressive tome is the definitive reference guide for all things XK120. It covers all models and a huge array of XK120 elements, parts and fittings as originally supplied by the Jaguar factory. As well as helpful descriptions, the book is liberally illustrated with high-quality images which makes it an easy-to-use reference. It would be a fabulous resource if you are a Concours judge (or if you want to prove the authenticity of your vehicle to a sceptical Concours judge!). Indeed, it is used by the Concours judges of the Jaguar Clubs of North America.



### SKAIFEY, LIFE IN THE FAST LANE

**Mark Skaife and Andrew Clarke (400 pages)**

Arguably one of the most successful drivers in Australian motorsport history, this biography of Mark Skaife is very readable and has lots of fascinating facts and insights. Do you remember that Skaife drove for Nissan before joining the Holden Dealer Team? Yes, he made his name driving the Nissan Skylines (the 'Godzillas'). And that he won more touring car rounds than any other driver, as well as five Bathursts and three Australian Drivers' Championships. And something you mightn't know – he once set the Guinness World Record for the fastest speed in a ute! And that he has become a successful businessman? A fascinating book.

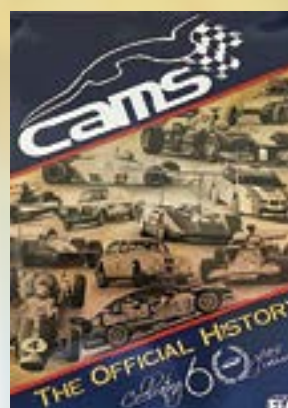
### CLASSIC CARS; CELEBRATING THE LEGENDS

**Tim Slade (160 pages)**

You can never have too many books about classic cars! This one, by motoring journalist Tim Slade, has gone through



several editions and offers a clear and concise history of car manufacturing and design worldwide. And, of course, it includes many images of highly desirable automobiles. If you've always wondered, it also provides insights into why some cars are considered 'classic'. It's a shame the author chose a Mercedes, not a Jaguar, for the cover shot!



### CAMS, THE OFFICIAL HISTORY CELEBRATING 60 YEARS 1953-2013

**John Smales (512 pages)**

Not for the faint-hearted – 512 pages, 170,000 words, and 1,100 illustrations! With copious use of original minutes, official records, and the personal papers kept by the founder

of the organisation, Donald K. Thomson, this book is as authentic as you will ever get. And, given the vital role CAMS had in Australian motorsport, the volume, in effect, chronicles the history of Australian motorsport from its very beginning. The book is a warts-and-all volume, including commentary by Jack Brabham and Bob Jane, who weren't, it seems, great fans of everything CAMS did! The book is a high-class production and was a limited edition – our library is lucky to have a copy.

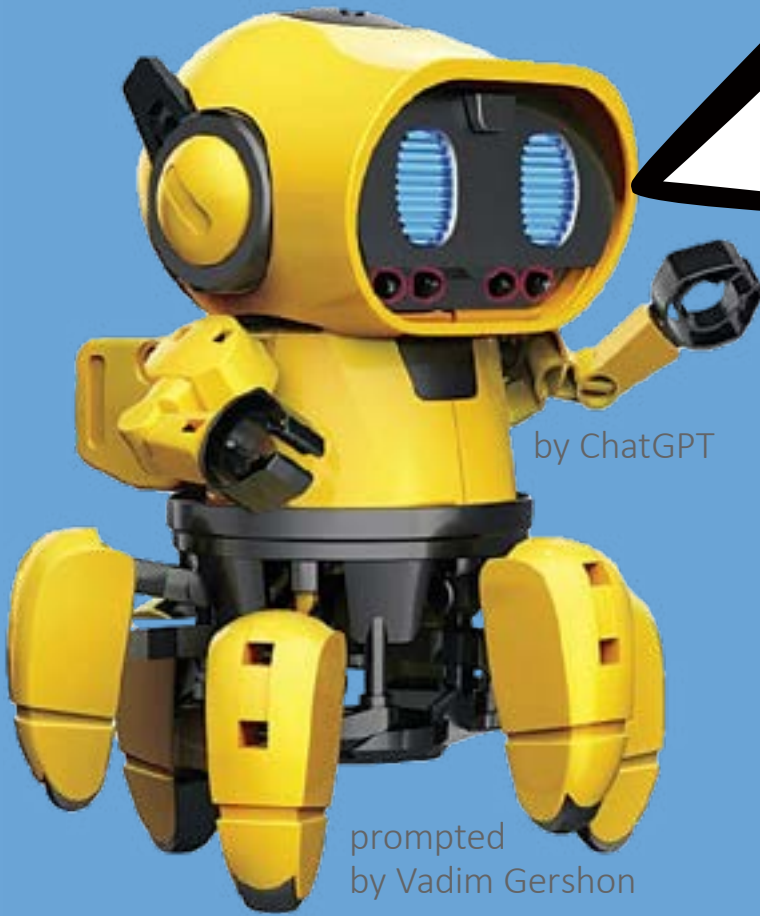


MONTHLY UK CLUB MAGAZINES



THE LIBRARY IS OPEN AT THE MONTHLY CLUB MEETINGS FROM 7PM TO 8PM AND FOR 15 MINUTES AFTER THE CONCLUSION OF THE MEETING

# ELEGANCE ON WHEELS



by ChatGPT

prompted  
by Vadim Gershon

The glint of chrome and sweeping lines,  
Where curves and angles intertwine,  
A Jaguar stands, a work of art,  
With grace and space that steal the heart.

Its body sleek with feline grace,  
Designed to move, to thrill, to race,  
A vision of both form and speed,  
Where every detail meets a need.

The classic style, a timeless trend,  
Where luxury and power blend,  
Inside, a cabin rich and warm,  
A sanctuary from the outside storm.

Leather soft, burl wood inlay,  
Invite you in, compel to stay,  
A steering wheel that whispers "Drive,"  
The pulse of history comes alive.

For Jaguar, more than a car,  
It fosters dreams, a source of pride,  
A sporting heritage so grand,  
Its legend grows with every drive.

Devoted souls who feel the call,  
Restore these icons, one and all,  
Through trials faced and parts hard-won,  
They bring to life what's almost gone.

With every turn of spanner or key,  
They chase a dream, they set it free,  
In every roar, in every ride,  
The spirit of the cat resides.

So here's to those who keep the flame,  
Who cherish every curve and name,  
For Jaguar's grace, its pace, its space,  
Lives on through those who love the chase.

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- Anchor bolts
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- Asymmetric arms
- Available in single or three phase power



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#### Designed for low ceiling clearance

- Hydraulic oil
- Anchor bolts
- 8 piece pad adapter set
- Available in single or three phase power



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# JCCV CLUB CALENDAR

## OCTOBER 2024

- Tuesday 1st** Club Meeting 8:00pm to 9:30pm
- Tuesday 15th** CAT-A-LOG Deadline
- Wednesday 16th** JCCV Committee Meeting 7:30pm to 9:00pm
- Tuesday 29th** CAT-A-LOG packing at Clubrooms from 6:00pm

## NOVEMBER 2024

- Tuesday 5th** Club Meeting 8:00pm to 9:30pm
- Tuesday 12th** CAT-A-LOG Deadline
- Wednesday 20th** JCCV Committee Meeting 7:30pm to 9:00pm
- Tuesday 26th** CAT-A-LOG packing at Clubrooms from 6:00pm

# WELCOME TO OUR NEW MEMBERS



- Phillip Edwards and Bronwyn Meadows Smith**  
Riddells Creek ..... 1962 Mk2
- Mark Goddard**  
Camberwell ..... 2014 F-Type 5.0 L Convertible
- Ian Stewart**  
Mount Eliza ..... 1967 E-Type

NOVEMBER CAT-A-LOG COPY DEADLINE: **TUESDAY 15<sup>TH</sup> OCTOBER 9PM**

## MEMBERSHIP APPLICATION JAGUAR CAR CLUB VICTORIA

Apply online on our website at [www.jagvic.org.au](http://www.jagvic.org.au). Click the "Become a Member" button, complete the registration details and pay your annual membership subscription. Once accepted, you will immediately receive a welcome e-mail and full member access to our website. In addition, your club name badge will be sent as soon as it is available.

If you have any additional questions or need assistance in completing an application, please contact our Membership Secretary at [membership@jagvic.org.au](mailto:membership@jagvic.org.au)



# MEMBER SERVICES



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For all Models from 1948 onwards

**Servicing, Restoration, Refurbishment -**  
Specialising in XJS's

**Vehicle Storage -** safe, secure, indoor, private.  
**Two locations -** Noble Park North and Moorabbin.  
Rates from \$110.00 per calendar month

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(Another easy entry is from the driveway at  
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**Phone Gary: 9795 7770**



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Mobile  
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## ODD SPOT

**S-TYPE DECORATED  
WITH MATCHBOX  
HOT WHEELS CARS**

# CLASSIFIEDS



**FOR SALE**



## JAGUAR E TYPE SERIES 3 V12 MANUAL

- 83,000 miles. • Very Good Condition. • English Car.
- Heritage certificate & full history included.
- Same owner last 30 years.
- Chassis number IS 50977.
- JAG 072 number plate current Victorian registration.
- Needs some work for RWC.

**PRICE: \$120,000 ONO**

Contact Russell McGlashan, Member 2709 on 0409 237 181 or [www.mcglashans.com.au](http://www.mcglashans.com.au)



**FOR SALE**



## 1970 4.2 E TYPE SERIES 11, 2+2

- Selling on behalf of my father, an avid car enthusiast. Member of Ballarat Vintage and Classic Car Club, and Western District Historic Vehicle Club for many years.
- Car is running but is being sold unregistered.
  - No RWC supplied.
  - Manual transmission.
  - Mileage 25,111 miles.
  - Car has always been very well looked after, garaged and kept undercover.
  - Colour Gunmetal Grey with Beige interior.
  - Sunroof.
  - Chassis No 1R35844 / Engine No 7R399869.
  - Some spare parts also available.

Number Plates JAGE-70 To Be Sold Separately - Price Negotiable

**PRICE \$110,000**

Contact Kerry Burns on 0408 538 494 or [kcb7416@gmail.com](mailto:kcb7416@gmail.com)



**FOR SALE**

## 1970 JAGUAR E-TYPE 4.2 LITRE SERIES 2, OTS

- Had a 5 year full "nut & bolt" restoration 2011 to 2016.
- Virtually every part has been refurbished or replaced.
- Fitted Electric Power Assisted Steering,
- New clutch and 5 speed Tremec gearbox. (original gearbox available).
- Original engine completely rebuilt with 9:1 pistons.
- Rear end completely rebuilt with 3.07 diff.
- New SU carburettors and stainless-steel exhaust.
- Body completely stripped and repainted in metallic silver on a rotisserie.
- A full retrim in biscuit (tan) including carpets plus a new hood.
- Hood cover and bag, tool kit, jack and bag, driver's handbook, plus some spare parts.
- A LHD converted to RHD.
- Chassis No 1R 13391, Engine No 7R 12123-9.
- On club permit so sold unregistered with RWC.
- Car travelled 4,000 miles since restoration completed in 2016.
- History of car, and a detailed list of work done, plus photos, receipts available.
- Always been garaged and kept under a cover.

**PRICE: \$250,000**

Contact John Edgar, Member 3975 on 03 9787 8005 or [jonfedgar@bigpond.com](mailto:jonfedgar@bigpond.com)



**FOR SALE**

## JAGUAR XJ6 SERIES 3 1981 MODEL

- Cotswold Yellow exterior with sable cloth upholstery.
- Upholstery is cool in the summer and warm in the winter and has great grip when you are tackling those big sweepers on the highway.
- It has had new front shockers installed, new roof lining, dash renewed and various other improvements.
- All Series 3 vehicles were LWB so plenty of room in the rear as well as being fuel injected.
- The vehicle was originally purchased via Lou Guthry and has been regularly maintained by Matt's automotive.
- The vehicle is on club plates so will be sold unregistered.

**PRICE: \$16,990**

Contact David Cook, Member 4073 on 0447 563 859



**FOR SALE**



## 1997 XK8 CLASSIC CONVERTIBLE

- Australian delivered (9/9/1997 WA). June 1997 Build, Compliance Aug 1997.
- British Racing Green, with colour-coded canvas powered roof in great condition.
- Cream interior, sable coloured carpets and trim with burl walnut dash and surfaces.
- Original 18 inch alloys in VG cond. 4.0 I. V8, 5 speed automatic.
- Fully maintained with Jag service history, incl. timing chains, tensioners and guides. (Serviced by Matts Automotive for approx. the last 5 years of works completed). All original service and owner's manuals included, and details on previous works on file.
- Sold with a RWC and full rego MYXK plates as shown. Odometer 190,900km.
- Drives and handles very well, strong mechanically, very smooth, quiet, clean, comfortable GT for general driving and touring, with all features working properly. Nothing to do.
- Not a concours car, but in very good condition, and an affordable reliable convertible Jaguar with many modern safety features.
- Some crazing in paintwork on a few panels.
- VIN: SAJJGAFD3AR016066
- Location: Ringwood East – for view/test drive.

**PRICE \$35,500.**

Contact Peter Alsop, member 5132 on 0477 155 774 or [Peter.alsop@bigpond.com](mailto:Peter.alsop@bigpond.com)



**FOR SALE**

## 2014 JAGUAR XKR

- Last of the model, 40,000 km.
- Superb Condition
- 5 litre supercharged V8
- Full Service History.
- Reg. GXK 150 until Sept. 2025.

**PRICE: \$80,000**

**TO A CLUB MEMBER**

Contact Richard Bowen, Member 4865 on 0411 375 946 (text only please) or [rjb@fletcherservices.com.au](mailto:rjb@fletcherservices.com.au)



# CLASSIFIEDS



**FOR SALE**

## 2009 JAGUAR XFR

- 5L Supercharged V8. • Drives well, lots of power.
- Black with black leather interior. • 75,000km.
- Vents and rotary gear selector work well.
- One owner since new. • Good service history.
- Sold with RWC. • VIN: SAJAC08R1AMR53553.
- Listing on behalf of non-member.

**PRICE \$40,000**

Contact Nick Scarff, Member 4885 on 0421 802 797



**FOR SALE**



## 1977 XJC 4.2

- This is a super original coupe with the original vinyl roof.
- This car was bought by my father in 1978 when the car was less than a year old.
- Original engine (never needing to be rebuilt but just about everything else has been).
- Maintained by Mike Roddy.
- A pair of thermatic fans from a later XJ Jaguar fitted.
- Original Solex twin carbies are replaced by twin SU's from an E-Type and a manual choke.
- The fans and the carbies transformed the drivability of the car.
- Drives and still pulls wonderfully.
- It has been garaged for most of its life.
- The car has never been in an accident.
- Had one respray about 20 years ago (by Peter Todd).
- Chassis No. 2J 3154 BW
- Selling it as I do not have space to care for it properly.
- Imperfections: There are 2 paint bubbles/cracks as detailed on the bonnet, and rust bubbles in one door and one sill.
- The stitching in the upholstery needs redoing as it has recently deteriorated.
- Other than that, it is pretty wonderful.
- Couple of mechanical things to fix before the roadworthy (ball joints etc.) I can organise that if required.
- Only 241 (I believe) of these cars were delivered in Australia... I wonder how many are left 46 years later?

**PRICE: \$55,000**

Contact Mark Fletcher, Member 5356 on 0418 556 159 or mark@tothepoint.com.au



**FOR SALE**

## JAGUAR E TYPE SERIES 1.5 1967 2 PLUS 2 MANUAL

- Original colour Opalescent silver blue, dark blue interior.
- Matching mechanical numbers.
- A very lively 4.2 L engine, and 4-speed gearbox.
- A 3.07:1 Diff. ratio makes a desirable drive chain.
- Comes with Heritage Certificate.
- A worksheet of work done over my 14-year ownership.
- Presents beautifully, and a pleasure to drive.
- A much-admired car at all club events
- An opportunity to own an original RHD Series 1 2 plus 2, manual.
- Only 404 were built, which makes them a rare model.
- Chassis No. 1E50993
- Plus tool roll, owners handbook, and workshop manual.
- Unfortunately, time to move my Dream Machine on.

**PRICE: \$135,000**

Contact Neil Marshall, Member 3991 on 0447 483 493 or neiltric@yahoo.com.au



**FOR SALE**



**FOR SALE**



## 4 XJS COUPES 1977-1980

This Collection is located in Coragulac Vic. 3249, and includes:

- 1.Red 1978 XJS V12 Auto- complete running car, drivable, blinkers, lights etc work fine; there is rust in this car, floor, boot lid and rear panel under bumper, around boot and rear tail lights.
  - 2.Green 1977 XJS V12 Auto- complete car, motor does run, however needs new head gaskets, very clean car with minimal rust, very good interior, wolf racing mags.
  - 3.Silver 1977 XJS complete with V12 and Auto – very rusty body, condition of engine unknown but complete car.
  - 4.Opalescent Blue 1980 XJS – rolling shell in very good condition with minimal rust, no bonnet or grill.
- 3.6L XJS Engine with 5 speed manual gearbox and running gear- came out of a running car, I have not tested the engine, it is still in the crate it came in. It is possible to build at least 2 very good cars out of this collection.

**PRICE: \$22,000 FOR THE LOT**

Contact Garry Gibson, Member 5359 on 0448 365 007, or garryrpgibson@gmail.com



**FOR SALE**

## 1975 SERIES 2 XJ6 LONG WHEEL-BASE 4.2

- In Very Good Condition, No rust.
- Yellow-Mustard exterior.
- Excellent Chrome and Brightwork
- Dark Tan Interior in Good condition
- Seats in GC with Woollen Seat Covers.
- New headlining, new Windscreen.
- Refurbished woodwork and dash
- Long term ownership, well maintained
- Tow Bar, good tyres. • Drives beautifully.
- Registration just lapsed (was I1H 777).
- Serial Number 00782705.

**PRICE: \$5,000**

Contact Kevin Boothman of Morwell on 0402 610 454

## E-TYPE PARTS

**FOR SALE**

- Genuine original Lucas 2SJ windscreen washer bottle and cage (as fitted before 4.2 series) so from late 1950's to 1964. Excellent condition **\$120**



- Mark 1/2 headlight chrome rings (pair) – brand new purchased from Barratts **\$50**



**FOR SALE**

- E Type series 1 tool kit – totally original, complete and genuine including the virtually impossible to obtain nesting box spanners **\$3,800**



**FOR SALE**

Contact Ian Wilkins, Member 4420 on 0408 838 155

# CLASSIFIEDS



## 1967 JAGUAR 420G

- Beautiful example of the marque and has only travelled 150,000 kilometres in 56 years.
- Has had extensive mechanical work done and a recent respray in the original factory Gun-Metal Grey colour.
- Parts supplied to replace rear discs and half-shaft universal joints and a very slight leaking of brake fluid from the rear right-hand calliper.
- This car has been nicely maintained and is totally original with new rear seat belts and very good tyres.
- Has air conditioning and is running nicely.
- Well worth an inspection and test drive.
- On Club Plates so sold Unregistered
- Chassis Number G1D54122BW

**A DEPOSIT AND PAYMENT SCHEME CAN BE NEGOTIATED**

**PRICE: \$22,000 ONO**

Contact **Jonathan Rogers, Member 4972** on **0423 696 106** or **jr4350@gmail.com**



**FOR SALE**  
**2013 JAGUAR XF PREMIUM LUXURY**

- 2.2 Diesel with only 80,000 kms.
- We are the 2nd owners. • Excellent condition.
- Always Garaged. • Complete service history.
- Carpathian Grey. [Very dark metallic grey]
- 2 Keys. • Fantastic fuel economy.
- VIN SAJAC056DDS68019 • Car located in Albury NSW.
- Any questions please call.

**PRICE: \$21,000**

Contact **Malcolm MacVean Member 4737** on **0418 221 593** or **dmacvean@gmail.com**

## FOR LEASE: 40FT SHIPPING CONTAINER

**FOR LEASE**

- Situated in Noble Park North
- Container is clean, dry and has no leaks.
- Locking facilities on door.
- Access on weekdays between 6am to 6pm and weekends by appointment

**PRICE \$450.00 + GST PER MONTH**

Contact **Gary Ayre, Member 781** on T:- **9795 7770**  
M:- **0411 601133**



## 1997 XK8 CONVERTIBLE

- Sapphire Blue with cream leather interior.
- Beautiful timber panelling and very good condition.
- 114,000kms on speedo.
- VIN: SAJJGAFD3AR010459.
- Well maintained and serviced.
- 4L V8 going very well.
- 4 new tyres.
- Some minor imperfections.
- Reluctantly selling as my arthritis is making it difficult and ungainly to get in and out.
- Car located in Clunes Victoria.

**PRICE \$45,000**

Contact: **Warren Wiggins Member 5247** on **0417 498 270** or **warren.wiggins54@gmail.com**



## 2001 S-TYPE 5 SPEED AUTO 3 LITRE V6

- I am selling on behalf of my mum.
- Runs and drives well. Regularly serviced with records available.
- Good condition except for some clearcoat peeling off bonnet, and small split in dash on passenger side.
- Front seats have always had covers on them.
- 216,000 kms.
- VIN: SAJAC02E01FM12598
- No RWC

**PRICE: \$5,000**

Contact **Felicity Broome of Frankston South** on **0412 346 961** or **felicitybroome@hotmail.com**



## RARE HISTORIC HILLCLIMB PROGRAMMES

**FOR SALE**

### Rob Roy Hillclimb 2nd & 3rd Historic Programmes

- 1994 & 1995 Meetings.
- In Great Condition, A4 sizes.
- List of Historic Cars, Classes, Drivers, Times.
- Articles on Historic Cars, Drivers, Advertisements.



**PRICE \$50 THE PAIR**

**FOR SALE**

### Arthurs Seat Hillclimb 1st, 2nd, 3rd, & 5th Historic Programmes

- 1992, 1993, 1994, & 1996 Meetings
- In Great Condition, half A4 sizes
- List of Historic Cars, Classes, Drivers.
- Interesting Information and Advertisements

**PRICE: \$50 THE SET**



Contact **John Fowler, Member 3606** on **0400 278 375** or **jfowler@dcsi.net.au**



## 1967 JAGUAR S-TYPE 3.4 MOD

- White paintwork with French Blue Leather seats
- Timber on the dash and elsewhere is in good cond.
- The interior is generally in good condition.
- 3.4 litre engine going well.
- Four speed with overdrive option, heating and radio.
- Body work is in good order with a few small patches where rust has been repaired.
- There is a small mark in the paintwork on one door.
- The car has four new tyres.
- This is a great project car that is running well and easily drives to 100 km/h.
- It has had only three passionate owners, all living in the NE Victoria area, around Beechworth.
- Original number plates KHD 535. Registered to March 2025.
- VIN/Chassis number 4B7093
- Engine number: 7B80198
- Odometer reading around 50,000KMs

**PRICE: \$18,000**

Contact **Genevieve Milham at Beechworth** on **0418 630 835** or **gen58@me.com**

## CAR STORAGE IN 2 LOCATIONS

- Noble Park North and Moorabbin Locations.
- Safe, secure, indoor, private.

**RATES FROM \$125 PER CALENDAR MONTH**

Contact **Gary Ayre, Member 781**, on **9795 7770**

**FOR LEASE**



# CLASSIFIEDS



## 1985 XJ6 SERIES III VANDEN PLAS 4.2L 6 CYLINDER

- Well maintained and always garaged.
- Paint Metallic Steel, Trim Isis Blue.
- Very good original interior. • New engine wiring harness. • 342,400 km but looks like new.
- Windscreen rust cut out (front & rear)
- Only small rust spot on driver's door.
- Re-cored radiator & new hoses. • New head gasket.
- All electrics work. • Reconditioned water pump.
- New AC Delco air compressor and belt kit.
- Sonically cleaned fuel injectors.
- Registration JAG 076. • VIN: SAJJCRLR3CC425655
- Original complete briefcase toolbox, jack and paperwork. • Bonnet latch/catch rebuilt.
- Comprehensive folder of receipts spent over the years

**PRICE: \$30,888**

Contact Nigel Watson, Member 3657 on 0425 850 909 or watspot@gmail.com



## 2001 JAGUAR XKR CONVERTIBLE

- 135,000 kms. • Anthracite with ivory interior.
- 20 inch Detroit mag wheels. • Service history.
- Spare key. • Sold with RWC. • A recent service.
- 12 months rego. • With XKRS 01 Vic plates.

**PRICE: \$65,000**

Contact Russell Darbyshire Member 4951. Please text to 0412 309 645 or email rdarbysh@bigpond.net.au



## 1992 XJ40 JAGUAR

- Winner of several gold Concourse awards.
- Beautiful Diamond Blue Duco. • Well maintained.
- Grey leather interior in excellent condition.
- 111,800 Kilometres. • Service history and receipts.
- Currently on Club Permit Registration so will be sold unregistered. • Vin SAVJHLD3AT660132.

**PRICE: \$14,000 NEGOTIABLE**

Contact Kevin Brown Member 3310, on 0418 100 503



## RARE 1959 MK 2 AUTO

- The photos don't do justice to the beautiful appearance of the car 'in the flesh'.
- Beautiful black over brown, 1959 3.4L automatic MK 2.
- Has current full (ie not Club/limited) registration, and a Heritage Certificate.
- The chassis number of 150025 indicates it is the 25th chassis of the variant.
- Its initial October 1959 Vic. registration was HCA 608 and current plates 59 JAG.
- Extensive work done over the 13 years of my ownership with major elements including:
  - \* bare metal preparation and respray.
  - \* gearbox and drivetrain rebuild.
  - \* upgrading of brakes and installation of hydraulic power steering by Jaguar specialists.
- A huge amount of other mechanical and cosmetic work also done during that time.
- The car has correct steel wheels & hubcaps in excellent condition and has as new tyres.
- The original radio is in place but not working, likewise the windscreen spray pump.
- As a result of the skills of Mike Roddy and his team the car starts 'on the button' and provides a fabulous driving experience whether on the open road or in stop-start city traffic (auto and power steering helps!).
- Has been recently serviced with a new condenser and points fitted.
- A canny buyer will have avoided the expense of an uncertain and time-consuming restoration, and simply enjoy their drive.

Email for further information. I will phone you back on your contact number and preferred time to speak.

**PRICE: \$54,900**

Contact Troy Browning, Member 4191 on 0426 087 497 or atbrowning066@gmail.com

## E-TYPE PARTS MAKE ME AN OFFER FOR EACH OF THESE FOLLOWING PARTS:

These are all replica parts from Martin Robey UK

- Rear closing panel behind stiffener FHC
- Part no MRE118ARH & MRE118ALH,

**PRICE: \$60 EACH**



- Stiffener rear of door shutface
- Part no MRE117LH & MRE117RH,

**PRICE: \$130 EACH**



- Door shut panel inner stiffener
- Part no MRE76ARH & MRE76ALH,

**PRICE: \$200 EACH**



- Expansion at top of hinge pillar RHS

• Part no BD19067, **\$56**



- Inner wheel arch valance, FHC & ALL 2+2
- Part No MRE78LH & MRE78RH

**PRICE: \$1,230 EACH**



- Steel Cant rails (car set) for late 3.8 & 4.2
- Part no BM24458-A & BD24457-A,

**\$1,200 SET**



- Original restored radiator for a series 1 4.2 slight bruising.

**PRICE: \$650**



- Set of 4 D Type style wheels & tyres, restored and painted.

**PRICE: \$600**



## OWNERS HANDBOOKS

- Some look like they are unused.
- Price: from **\$25 to \$75** each depending on condition.

Contact Graham Ratcliff, Member 4198 on 0427 270 542.

## EARLY JAGUAR PARTS

- Jaguar MK1 dash/surrounds complete. **\$750 ONO.**
- Speedo, Rev counter plus clock. **GC \$400 ONO.**
- MK II 3.8 grille. **GC \$700 ONO**
- MK IV or V Radiator Cap **\$200 ONO**
- Tail Light MK 2.
- 3 Plastic surrounds for auto on the steering wheel.
- 1 Lens glass.

## BEST OFFER FOR BITS

Contact Bob Barr 0422 136 567 or 5975 7839

## JAGUAR MANUALS, BOOKS, MODELS & PAINTING

- Workshop Manuals S1, S2, S3, V12 Series 2 & 'E' & 7.
- S2 Parts book.
- Various Jaguar Books.
- Quality model cars of various Jaguars
- Beautiful, framed Bob Jane Mk2 Racing Painting by Martin de Lang (700mmx500mm) Signed by Bob Jane **Price: \$250**

Contact Kevin Boothman of Morwell on 0402 610 454



## JAGUAR MK V & XK PARTS

- Mk V mudguard supports **\$35 PAIR**
- XK120 front bumpers **\$35 PAIR**
- Bell housings **\$200 EACH**
- 4+ Mag wheels (Off an E-Type) **\$250 (FOR 4+)**
- XK120 steering worm (New) **MAKE ME AN OFFER**

Contact Graham Huggins, Member 1574, on 0402 336 498



# CLASSIFIEDS



## MK 2 WIRE WHEELS

- Set of 4 Mk 2 Wire Wheels,
- Professionally bead blasted, acid dipped, and primed ready for your choice of colour.



• Splines in excellent condition.

**PRICE: \$1,200 ONO**

Contact Ian Wheeler, Member 5252 on 0414 654 843 or [ilwheeler@bigpond.com](mailto:ilwheeler@bigpond.com)

**FOR SALE**

## XJ6 & DAIMLER SOVEREIGN S2 SERVICE MANUAL

In Good Condition, 394 pages, paperback covers.

**PRICE: \$99**

Contact Warren Thomas, Member 4527 on 0438 464 320 or [cherren1@bigpond.com](mailto:cherren1@bigpond.com)

**FOR SALE**

## NUMBER PLATES - XKR 99

- Been on the car for only 18 months.
- In good condition.



• Slimline plates with perspex covers.

**PRICE: \$300**

Contact Barry Atkinson Member 5151 on 0439 043 911 or at [barryatkinson18@gmail.com](mailto:barryatkinson18@gmail.com)

**FOR SALE**



## 5 x GENUINE XJS WHEELS

- 5 x XJS 15" genuine Lattice alloy wheels – VGC
- 1 tyre is unused, the other four have tread (just)

**PRICE: \$1,000 – THE LOT!**

Contact Nigel Fletcher, Member 4518 on 0411 044 707 or [nigel@aerotrans.com.au](mailto:nigel@aerotrans.com.au)

**FOR SALE**

## 50TH ANNIVERSARY BOOKS OF THE JDCC

The Jaguar Drivers Club of Canberra 50th Anniversary A wonderful 4 volume history of that Club is Available.

**Vol. 1 Our Club**

**Vol. 2 Our Members**

**Vol. 3 Loving Our Cars**

**Vol. 4 Driving Our cars**

**PRICE: \$270 THE SET,**

including \$20 Postage, or PDF versions for \$16.50

each through: <https://jagsinaction.com/>

Contact Paul Carr on [paulfcarr1958@gmail.com](mailto:paulfcarr1958@gmail.com)

**FOR SALE**



## 3 GOOD KENT WHEELS

- 4 Kent wheels. • Assume you are buying only 3.
- All good condition as shown, but one I believe has a crack.

**PRICE: BEST OFFER.**

Contact Nigel Fletcher Member: 4518, on 0411 044 707 or [nigel@aerotrans.com.au](mailto:nigel@aerotrans.com.au)

**FOR SALE**

## 1969 XJ6 SERIES 1 PARTS

2 hubcaps ..... \$10 each

1 Sun visor ..... \$5

1 rear vision mirror \$5

Contact Warren Wiggins Member 5247 on

0417 498 270 or [warren.wiggins54@gmail.com](mailto:warren.wiggins54@gmail.com)

**FOR SALE**



## MARK V RADIATOR GRILLE & OTHER PARTS

- Mark V radiator grille with 3.5 badge
- Other bits of body trim and crank handle as per photo.
- Also running board centre trim- not shown.
- The parts are located in Torquay Victoria

**PRICE: \$350**

Contact Grant St. Quenton, Member 5396 on 0418 520 148 or [grant.stquentin@gmail.com](mailto:grant.stquentin@gmail.com)

**FOR SALE**

## WANTED

### XF 35t S or XF 30ds

- 2016 or later
- Not Black thanks- due to being a country car.

Contact: Linton Mackenzie, Member No 4678 on 0419 004 610

### SS100 Parts

- 3.5 L SS Engine
- Jack Handle
- Prewar Wire Wheels
- ENV 3.77 Ratio Differential

Contact: Andrew Smith, Member No 1070, on 0418 592 499 or [ASmith@Cracks.net.au](mailto:ASmith@Cracks.net.au)

### E-Type Parts

- Metallifure jack for S1 E Type.
- Integral handle version preferred. Any condition.
- Driver's handbook for 4.2 E Type; not including 2+2.
- Aermic wiper blade, one required to make a set.

Contact Andy Long, Member 3347 on 0490 755 944 or [long68125h@gmail.com](mailto:long68125h@gmail.com)

### MK IV 1.5 Head Gasket

Contact Darryl 'dasher' Donaldson Member 4993 on 0418 324 997

### XJ6 Jaguar Wheel Jack

Series 1, early type (1969 to 1971) wheel jack.

Contact: Roger Tonkin, Member No 3731, on 0478 966 289, or [retonkin62@gmail.com](mailto:retonkin62@gmail.com)

### Radio console or any parts thereof

To suit E-Type Series 2.

Contact: Roger Tonkin, Member No 3731, on 0478 966 289, or [retonkin62@gmail.com](mailto:retonkin62@gmail.com)

### Jaguar XJ6 Series 3 Auto

- Late year model wanted.
- Must be in excellent rust free condition.
- Must have a documented service record. (self- serviced is fine).
- Happy to pay right price for the right vehicle.

Contact Geoff Nickols in Canberra on 0412 299 507

### Parts To suit E-Type Jaguar Series 1

- Glass headlight covers, L or R or both.
- Centre dash toggle switch perspex legend bar.
- Rear tail lights to suit both roadster and coupe.
- E-Type steering wheel (original to suit Ser. 1 or 2) and/or centre horn button.
- Spare wheel jack.

Contact: Roger Tonkin, Member No 3731, on 0478 966 289, or [retonkin62@gmail.com](mailto:retonkin62@gmail.com)

## CONTACT DETAILS

The Deadline for All Classified Advertisements is the **SECOND WEDNESDAY (7PM)** after the Club Meeting (- or before, would be helpful).

To place a "For Sale" or "Wanted" advertisement, please email details and a clear jpg. photo to:

John Fowler E: [advertising@jagvic.org.au](mailto:advertising@jagvic.org.au) M: 0400 278 375

## CLASSIFIED ADS

### Cars & Parts for Sale

The JCCV only acts as a venue for sellers to list cars and parts and buyers to purchase cars and parts. The club is not involved in any transaction between buyers and sellers and have no control or make no representation regarding a) the quality, or safety of the items advertised b) the accuracy of the ads, c) the ability of owners to sell items d) the ability of buyers to buy items. The advertisement details are contain information supplied by the advertiser and are presented in good faith. While every effort is made to be accurate, the JCCV gives no undertaking and accepts no liability with regard to any classified advertisement. Advertisements of vehicles for private sale on the JCCV Website or Magazine are required under the current Motor Traders Act to show: a) The cash price of the vehicle, b) If the vehicle is registered, the registration number (this does NOT include vehicles on VicRoads Club Permit Scheme Plates – as the "Vehicles Security Registry" does not include these.) c) If the vehicle is not registered (including those on VicRoads Club Permit Scheme), the engine number, chassis number or VIN of the vehicle.

# CLUB CONTACTS

## Clubrooms and Postal Address

23 Rosalie Street, Springvale, Victoria 3171

**Contact** 03 9558 5434 E: secretary@jagvic.org.au

## Monthly Meetings

1st Tuesday every month except January & including Cup Day in November  
8pm at the clubrooms

## YOUR COMMITTEE

### President Rob Lewis \*

M: 0438 581 367 E: president@jagvic.org.au

### Vice President Graham de Jong \*

M: 0458 724 767 E: vice@jagvic.org.au

### Club Secretary Trevor Wilkinson \*

M: 0438 345 219 E: secretary@jagvic.org.au

### (Company Secretary and Club Officer)

### Treasurer

Vacant

### Editor Maurice de Morton

M: 0415 335 160 E: catalogarticles@jagvic.org.au

### Social Co-ordinator Bernadette Piekacz

M: 0419 520 927 E: social@jagvic.org.au

### Public Relations

Vacant

### Membership Secretary Fazal Cader

M: 0408 149 109 E: membership@jagvic.org.au

### Digital Systems Secretary

Vadim Gershon M: 0417 123 733

E: webmaster@jagvic.org.au

### Committee Person

Lyn Belcher (60<sup>th</sup> Anniversary book) M: 0407 685 984

*\*Directors*

## COUNTRY REGISTERS

### Central Highlands Meets 2nd Tuesday each month

Noel Feltham M: 0407 341 566

E: centralhighlands@jagvic.org.au

### Goulburn Valley Meets 1st Friday each month

Shelley Sutton

E: gv@jagvic.org.au

### Geelong

Rob Tolano M: 0418 526 181

E: geelong@jagvic.org.au

### Sunraysia

Richard Hogg M: 0408 549 531 E: sunraysia@jagvic.org.au

### Gippsland Meets 1st Mon (Feb-Nov)

Helen MacCubbin M: 0488 060 224

E: gippsland@jagvic.org.au

### North East Meets 1st Friday of each month and a mid-month run

Mal MacVean M: 0418 221 593 Wandy McIntyre-Leake M: 0411 113 294

E: northeast@jagvic.org.au

## METROPOLITAN REGISTERS

### SS, MkIV and MkV

Meets 3rd Thursday each month

Nik Cirakovic H: 03 5655 1453 E: ss@jagvic.org.au

### S-Type and 420

John Isaacs M: 0409 225 503 E: stype@jagvic.org.au

### E-Type Meets 2nd Thursday each month

Keith Francis M: 0438 019 218 E: etype@jagvic.org.au

### MkVII, MkVIII, MkIX, Mk10 and 420G

Meets 2nd Monday each month

Richard Bearup M: 0411 604 377 E: 7to10@jagvic.org.au

### XK Meets 2nd Tuesday alternate months

Roy Armfield M: 0409 520 880 E: xk@jagvic.org.au

### Mk1 and Mk2 Meets 2nd Tuesday each month

Terry Bostock M: 0412 367 436 E: mk1-2@jagvic.org.au

### XJ S1, S2, S3, XJC and XJS

Fazal Cader (temporary) M: 0408 149 109 E: xj@jagvic.org.au

### Modern Classics - XJ40 to current model

Meets 2nd Tues of each month

Paul Dwan M: 0400 823 738 E: xj40plus@jagvic.org.au

### Ian Callum Register

Express interest by Email to icregister@jagvic.org.au

Trevor Wilkinson M: 0438 345 219

### Frankston and Peninsula Meets 3rd Tuesday each month

Haydn Grigor H: 03 5978 8107 M: 0407 887 646

E: frankstonpeninsula@jagvic.org.au

## COORDINATORS

### Advertising and CAT-A-LOG Classifieds

John Fowler H: 03 5627 8376 M: 0400 278 375

E: advertising@jagvic.org.au

### AOMC Representatives

David Lyon M: 0438 344 073

Gary Ball M: 0413 047 983

### Concours Director

Concours Director Philip Curtis

M: 0419 879 140 E: concours@jagvic.org.au

### MSA Representative Peter Moon M: 0427 993 700

E: msport@jagvic.org.au

### Librarian Brad Miles H: 03 9489 7815 E: librarian@jagvic.org.au

### Sporting Sub-Committee

Don McKay M: 0412 557 972

Neville Dickinson M: 0400 976 515

Gavin Moore M: 0418 350 835

### Club Merchandise

Jon Beck, Ray Parker M: 0418 502 292 E: regalia@jagvic.org.au

### Club Permit Officer

David Lyon

M: 0438 344 073 E: clubpermit@jagvic.org.au

Postal address: 23 Rosalie Street, Springvale, Victoria 3171

### Welfare Officer and Trophies

Lyn Belcher M: 0407 685 984 E: welfare@jagvic.org.au

## CLUBROOMS MANAGEMENT COMMITTEE (CMC)

### Committee Member

Peter Dermody M: 0412 053 615

### Maintenance

Kevin Brown M: 0418 100 503

E: managementclubrooms@gmail.com

### Clubroom Bookings

Paul McPherson M: 0418 123 925

E: cmcsecretary059@gmail.com

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## 1994 Daimler Double Six 6L V12

Rare Australian delivered 6 litre V12 Daimler Double Six finished Platinum with Saville Grey trim. Only travelled 127,298 km and comes with stamped service log, large invoice file, owner manuals and spare key.

SNJ060                      127,298 km                      **\$32,990**



## 2010 Jaguar XF 3L V6 Twin Turbo Diesel

Jaguar XF 3L V6 Twin Turbo Diesel in excellent condition inside and out. Very well maintained by its previous owner, the car comes with service history including stamped service log, owner manuals and spare key.

SNJ030                      121,766 km                      **\$22,990**



## MY17 Jaguar XE 25T 2L Petrol Turbo

Low kilometre 25T Portfolio 2L in-line 4 cylinder petrol in excellent condition inside and out. Very well maintained, the car comes with full Jaguar Franchise service history, all relevant owner manuals and spare key.

SNJ020                      54,766 km                      **\$34,990**



## 2008 Jaguar X-Type 2.2L Turbo Diesel

One owner 2.2L Turbo Diesel X-Type fitted with the High Luxury Pack. Comes with full service history including stamped service log, all relevant owner manuals and spare key. In excellent condition inside and out.

SNJ022                      118,671 km                      **\$16,990**

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Email: [jaguar@mikeroddy.com.au](mailto:jaguar@mikeroddy.com.au)  
Website: [www.mikeroddy.com.au](http://www.mikeroddy.com.au)