

Geoffrey's Bucket List (that he didn't know he had)



Driving a Jaguar C Type or D Type on the road, let alone a race track, was so far outside the realms of possibility that Geoff hadn't even put it on his Bucket List.



For those who don't participate in the sporting event at the National Rally it includes an individual regularity session, so anyone in any car can win, (Geoff has previously won it in our 1949 MkV) and a state three member team sprint trophy for the petrol heads. Several weeks beforehand Chris Edwards had approached Geoff to drive for Tasmania in the team event. As, amongst other things, the borrowed 1953 MKVII we were using had very dodgy engine mounts, Geoff was a little concerned that he might hurl the engine out on the hairpin at Symmons Plains, which would not be a good thing.

Ian Cummins had rung us a couple of weeks before the event to offer us the use of a car from the collection to save us the hassle of bringing one down on the boat. Having not taken him up on his generous offer of a car for the whole weekend, Geoff did coyly ask if he might borrow something a bit more roadworthy for the speed event. "I'm sure we can find something," was the slightly enigmatic reply. (Ian has in his collection an E Type that Geoff built a few years ago, so that might be a nice possibility.....)

We called in for an overnight stay with Ian and Judith a couple of days before the Rally as we thought we may be able to help with some last minute preparations and maybe some ferrying up to Launceston.

After doing some last minute adjustments to the C Type Geoff got to drive it around town for a test. Wow! His first and probably only ever drive of a C Type. Then Ian asked him if he would drive it the 90 k's to Launceston. Would he what!! That proved a little scary as it was discovered just before leaving that its permit had expired. Whilst the permit was being arranged as we drove, he didn't actually have it in the car.... and it seemed better not to be pulled up even by a *curious* traffic cop in a technically unregistered embarrassingly valuable Jaguar C Type.

Once in Launceston, I needed to finalise his entry in the sporting event so casually asked Ian what Geoff would be driving. Geoff's jaw hit the floor as Ian said, equally casually, "I thought he might like the C Type." Following his recent health issues Ian wasn't going to enter the regularity event, but he had been offered a couple of exhibition laps in the D Type at lunchtime. On the day he was feeling pretty good and so put in a last minute entry to drive the D Type in regularity, which was fantastic.

Geoff's approach to regularity is to drive as quickly as possible, to the point of scaring himself at every corner. That way the times are likely to be pretty close. He hasn't driven at Symmons plains since 1994 and couldn't remember the track very well....and anyway, it has been changed a bit. He remembered the stands being at the beginning of the straight, so came whistling past giving the C Type a bit of stick only to realize, almost too late, that the stands are now just before the S bends. He left quite a lot of rubber on the road and quite a few hearts in mouth in the stand. Luckily Ian was in the scrutineering bay having the D Type checked & didn't see it... though no doubt a lot of people told him! (Geoffrey did confess). He didn't win the regularity but his times were pretty good, notwithstanding that he didn't repeat the lockup even in the interests of consistency.



The sprint event was fun. The Tasmanian team included Chris in the XKR, Ed Newton in the E Type Geoff in the C Type. They were up against Mike Roddy in the Bathurst winning Tom Walkinshaw Jaguar driving for Victoria (Geoff's other club). Tasmania won the event by a healthy margin and Geoff had 2nd fastest time of the day, deferring only to the Roddy Rocket!

The Clerk of Course asked Ian if, having done regularity, he still wanted to do the parade laps at lunchtime. He replied that as he had not yet had the chance to drive the newly acquired C Type other than around Ross to get fuel, he would like to do those laps in the C, "and I'm sure my mate here would like to have a little play in the D Type."



So, with his Bucket already absolutely overflowing, Geoffrey got to drive the D Type on the track too.

Huge thanks to Ian for his amazing generosity and trust. The smile is still lingering around the corners of Geoff's lips all these weeks later.

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