



Q and A Julian Lugg

Member No. 41

Questions; Graham Franklin
Answers: Julian Lugg

Interview

G: Let's start. Both you and your brother Chris were foundation members of the Club. Do you recall what your first cars were?

J: My first car was a Peugeot 403 and not long after it was a 3.5 litre Mark V. My brother had a Mark VII and an Austin Healy 100/4 which he raced.

G: Can you tell us a bit about the Mk V?

J: I thought it was a Mark IV. I was told about it from a friend, but when I got there it was actually a Mark V. It was in a yard overgrown with grass and the tyres were flat. The owner said he wanted it gone and sold it to me for about \$50.00. He had an A-Frame that I borrowed and then I pumped up the tyres and towed it away with the Peugeot.

I managed to rent a garage in a house near where I was staying and put it in there while I fixed the brakes and other things until I got it going. I kept it for a time, and Moira used to drive it.

G: I must say for a teenager to take on the task of buying an abandoned car that clearly needed mechanical work is quite something. Even in those days most people would have considered that it was too big a challenge and walked away?

J: I guess it depends on your background. My brothers and I were brought up with cars. My father was in the Sporting Car Club and had a MG TC and a rear-engine special ERJ. He raced them at Port Wakefield, Collingrove Hill Climb, Mallala and elsewhere. We all used to help Dad pulling things apart and putting them back together; it was something we just learnt to do.

G: Why were you looking to buy a Jaguar?

J: My dad owned a Mark VII that he used to tow the race car. I just always had an attraction to Jaguars. All that history of them winning Le Mans, major races, hill climbs, etc.

G: Is that what drew you towards the XK120?

J: Yes definitely. Again, all that history. XK120's racing all over the World including Australia. The Appleyard's winning the Alpine Rally, Stirling Moss, etc.



Only the brave tackle projects like this. Fortunately, restorations like this have been completed by other members. If they hadn't, more Jaguars would have been lost.



Interview - Julian Lugg (cont)

G: So, you were looking for one and got one from Melbourne?

J: Yes, that was an interesting story. The owner imported an XK120, XK140, XK150 and a couple of Rolls Royce's. They apparently all needed a bit of work and he decided to keep the Rolls and sell the Jaguars. The 140 and 150 were apparently in better condition than the 120, but that was the one I was after. We heard about it from Victorian Car club member Heinz Schendzielorz.

G: That's a name from the past. Peter Holland and I were in regular contact with Heinz in those days and I remember that we told him that you were looking for an XK120. When it arrived, it was in a bad state. Were you surprised or disappointed?

J: No. I knew it would need a complete nut & bolt restoration so it didn't really matter. Peter and yourself helped and we initially took it to your parent's place. Then we put some petrol in the carbies and it started straight away and ran with no 'funny' noises or exhaust smoke. That was a bonus. If you remember, we added an extra dent to one of the front mudguards.

G: Yes, that was my fault. I towed you from the transport yard to my parent's place behind the Mark I and forgot you were there. I went too fast and when I braked all you had was hand-brake and your car hit one of my rear bumpers. (We both had a laugh and then continued with the questions).

G: It was a slow restoration?

J: Yes. I bought it just after our club started and finished it 42 years later. One of the problems back then was getting XK parts, especially after Bryson's closed. One had to scrounge around any wrecked cars and if necessary, make parts and swap parts with club members. It is different now with suppliers like Guy Broad Spares in the UK.

G: Yes, the Pushrod Register had to do the same thing. (And still do).

G: And you managed to track down the history of the car and found out a few surprises?

J: Yes. Fortunately, the car still had the original UK registration plate and a previous owner in England and others contacted me when they saw an article and recognised the plate number. It turned out the car had a racing history that reportedly included being a reserve car for Le Mans.

G: I will move on from the XK because it is a long story within itself and instead, I will include a separate article about AJK-906.

G: Have you owned any other Jaguars?

J: I bought a 3.4 Mk II from my brother. It had wire wheels and needed a lot of work. I also bought a 1979 XJ6 Series 3 that I still own.



AJK 906 being loaded onto a trailer for the trip to Julian's house.



Restoring the interior of the car was also a huge task.



Julian helped to formalise a Register in the SE called the "Green Triangle Register".

Interview - Julian Lugg (cont)

G: Do you know the fate of any of these cars?

J: Well, I still have the XJ6 and the XK120. Not sure what happened to the Mk II. I sold it locally. The Mark V was sold locally and I saw it advertised for sale a few years ago for \$100.00 and I tried to buy it, but it had already been sold.

G: You Joined the JDCSA in 1973. What do you remember in particular about those early days of the club?

J: We were all young with young families and little money. There was no option but to do the work on the cars by ourselves or with the help of other club members; but we had fun. I entered the Mk V in our first Concours d'Elegance thinking that I would go for "Most Improved" the following year.

Because our XK120 was in pieces fellow members would let me drive their cars in motokanas, etc. There was great friendship. I helped other members where I could. On one occasion I lent the front of the XK120 to David Seidel who was repairing a badly damaged XK120.

G: At some point you and Moira moved to Mt Gambier and helped formalise our first and only Regional Register. Can you tell us a bit about the history of that Register?

J: We moved to Mt Gambier in 1986 and joined a local group of Jaguar enthusiasts in the South East. Liaising with Steve Weeks, who was Club President at the time, we formalised the Green Triangle Register and had about 20 members from all over the SE. We met regularly rotating around members' homes and hosted the first XK border run in 1986. When we left the SE, Tony Pulford became the Register Secretary. Over time members relocated and the Register closed.

G: You have held a number of positions in the Club over the years. Do you recall what they all were?

J: My first position on the Executive Committee was as Minute Secretary from 1983 until 1986. I held various positions as Vice President; Secretary; Log Book Secretary; Register Secretary (Green Triangle and XK, Mk 7,8,9) and President from 2016-2019. In addition, there were a number of non-executive positions such as on the National Rally Committees, Jag Day Convener.

G: For clarification, up until 2004, Register Secretary positions were not part of the Executive as they are now.



The restoration started with a bare chassis rebuild.



All mechanicals were stripped and painstakingly rebuilt too almost new.



The XK120 mechanically completed and ready for the paint shop.

Interview - Julian Lugg (cont)

G: In those early days of the club, SA and Vic clubs were very close. Do you recall some of that interaction?

J: When I purchased the XK120 in 1974 I had support from Victorian club members and there were a number of Victorian members involved through the Green Triangle Register. And of course, the various Border Runs held between SA and Victoria.

G: Attendance at Interstate National Concours events were also common. Any special memories?

J: I remember flying to Canberra one year as our car was in pieces. I also helped with SA run National Rallies. A full-time job and work commitments restricted greater involvement.

I did try to go to WA for the National Rally in 2020. I put the XK120 in a container and sent it ahead, only to have the event cancelled by COVID-19. So, the XK120 and 5 other cars went to Perth and came back without turning a wheel.

G: Yes my XJRS was one of those. \$1,500 down the drain if I recall. (Again, we had a big laugh).

G: As I understand the XK Register Border Runs also involved a trip over to NZ. Any details?

J: Our club had regular Border Runs with Victoria, each hosting alternate years. Broken Hill 2002, Kangaroo Island 2004, Tasmania 2006 and New Zealand 2008. Richard Smith did most of the organising for the NZ trip. The cars were loaded on a ship in Adelaide and over to NZ and back. When we got to NZ, Ray Larsen lent us an XK8 convertible to use. Extremely generous of him. It was a fantastic trip.

G: When did you and Moira start a family? Did that effect your involvement with club?

J: We were married in 1974. Jaguar wedding cars of course – they attracted other Jaguars driving by and they parked to have a look. We had two children and Moira and I joked that as the XK120 only had 2 seats we would have to hire a baby sitter when we got the XK going. 42 years later they were both grown up so no need for a baby sitter. Many club members had young children at the time and we used to have a number of family events for the children. At our Christmas Parties, Barry Kitts used to dress up as Father Christmas.

G: A number of those early club members are no longer with us. Did you have any special bond or memories with any of those (deceased) members?

J: There was great fellowship with club members and we all felt a great loss when any members passed away. In cases where their



The XK 120 was fully restored in time for Moira & Julian's daughter's wedding.



Comparing the before & after photographs - it is hard to believe it is the same car.

Interview - Julian Lugg (cont)

cars needed work to get them back on the road for sale, special efforts were made by fellow members to make this happen.

G: I have to ask this. Of all the Jaguars you have owned, which was your favourite?

J: The XK120 no doubt as we are still enjoying it. Over the years our son helped me restore the car. The XK Register used to have shed nights where we would go to each other's houses and work on each other's cars. This was great and we were all able to tap into a lot of knowledge and experience.

G: Your fondest memories owning a Jaguar or classic car?

J: As previously mentioned, getting and seeing the XK120 arrive from Melbourne and the never forgettable tow back to your parents' house. The other was using the XK for our daughter's wedding in 2016.

G: Any interesting or special 'Jaguar' experiences?

J: Participating regularly in SA Jag Days, All British Day, Bay to Birdwood, McLaren Vale Vintage and Victor Harbour Classic. On top of that the 2018 National Rally and the whole time I was President.

G: Perhaps a funny motoring or club experience?

J: One incidence I recall was on the Broken Hill Border run where one member had his XK on its first major outing since it went through significant work. The car blew a welch plug just north of Gawler. Rob Smith found an iron dropper which we bent into a 'special tool' on the tow-bar of our XJ6. The owner of the XK was not worried as he had a pocket full of spare welch plugs and we managed to get a new one to fit with the 'special tool'. Another one blew on the way back and when it was also fixed with the "special tool", all members had to hunt around and contribute all their drinking water to fill the radiator again. We all had fun.

On another run, members followed the wrong car and rocked up at someone's private house with a line of Jaguars behind. It



Julian's son Mike was a great help with the car's restoration.

doesn't sound funny now, but was at the time.

G: Can you think of anything else to add?

J: Just a big thank you to club members for the support and friendship over the last 50 years.

G: Thank you Julian very much for your time and photographs and a big thank you to Moira and yourself for your contributions to the club over the past 50 years.



As far as restorations go - they don't come much better than this.