

Queensland

JAGUAR



Driver

July - August 2018



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Jaguar Drivers' Club of Queensland

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Queensland Jaguar Driver July August 2018

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



EDITORS MESSAGE

Hello Everyone, I hope you are all happily rugged up against the colder weather, that is now upon us. I'm sure you have all heard the expression, 'the bottom falling out of my world' but have you heard of 'the bottom falling out of my Jaguar'. Yes, it

happened to us, motoring along at 100kph on the New England Highway. OK, for the purposes of, 'being precise', it was actually the bottom cover, under the engine. Terry suddenly asked, if I could hear, the flapping noise, coming from under the car, I couldn't hear it but suggested turning the radio up, as, in my experience, that seems to solve all weird noises, in cars. Fortunately, as usual, Terry ignored me and pulled over to investigate, only to find the cover, under the front of the car, was hanging by two screws. So, flat on his back, on the edge of the highway, Terry set about unscrewing the two screws left in place, so he could remove the cover. Why is it that every other screw had just flown out of place so easily, but those last two were really hard to undo. Eventually, with the cover removed and now stored in the boot, we carried on with our journey. Why do these things happen, and why do they happen to us, is this another of those, "all part of owning a Jaguar" things? I guess it must be.

Before I leave you I must remind you all to keep the 23rd September free, so that you can come along to the All British Day and JDCQ Display Day. Flyers are included in the centre of this issue and more details will be following later, it promises to be a great day out with some new things, happening, this year. Hope to see you there.

June

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Patron Ron Gaudion

Life member JDCQ,
Founding member of Gold Coast Register,
Jaguar mechanic on all three Le Mans winning D-Type teams



Cover Picture

A fine example of a D Type Jaguar
at the 2018 Mac's Bridge Event
photo by Terry Whitehouse

Next Jaguar Driver Magazine.

Deadlines for
Closing Date for Contributions 21st August 2018
Classifieds Deadline 19th August 2018

Life Members

Margaret Rowse,	Roslyn Bendeich,	Ron & May Gaudion,	Graham Hein,	George & Loy Latimer,
Peter Lehrke,	John & Monica Tupicoff	Tony & Karen Herald,	Peter & Michelle Drew,	Colin Galley,
Len & Joan Henderson,	Kieran & Marianne Lillis,	Ray & Gwen Howlett,	Bryan & Helen White,	Terry & Di Cooper.

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Queensland Jaguar Drivers Club Forthcoming Events

July 2018 Calendar

Wednesday 4 th		Gold Coast Register	Midweek Run D. Willmott
Thursday 5 th	12 midday	Chassis Based Register	Lunch @ Karalee Tavern Lloyd Anderson
Tuesday 10 th		Brisbane Register	General Meeting Yeronga Services Club 7.30pm (come early for dinner if you wish)
Wednesday 11 th		Monocoque Register	Christmas in July
Saturday 14 th	Sandy Creek	Pub Allan Warwick	contact Robin Todd 46648509
Saturday 14 th		Sunshine Coast Register	Bastille Day Run
Sunday 15 th	(Limited Numbers Apply)	Darling Downs Register	Christmas in July
Sunday 15 th		Brisbane Register	Eagle Farm Racecourse RACQ Motorfest
Sunday 15 th		Wide Bay Burnett Register	Mining Museum Gympie
Sunday 15 th	Morning tea @	Maryborough, Lunch @ Tea Gardens	
Sunday 15 th		Gold Coast Register	Christmas in July A.Kontalis & C.Coulston
Sat 21st & Sun 22nd		Brisbane & Sunshine Coast Registers	July Jumpers & Jazz (fully booked)
Sunday 22 nd		Capricornia Register	Drive to Mt. Morgan Dam
Monday 30 th	Lunch @	Westwood or Kabra Hotel	
Tuesday 31 st	10am	Darling Downs Register	Monthly Meeting
Tuesday 31 st	@ Engine Room Cafe,	Railway Station Toowoomba	Alan & Marie's Coffee Run contact Alan Buller 0432088167

August 2018 Calendar

Wednesday 1st		Gold Coast Register	Morning Tea Run D. Willmott
Thursday 2nd	12 midday	Chassis Based Register	lunch @ Karalee Tavern Lloyd Anderson
Wednesday 8th		Sunshine Coast Register	Wine and Cheese at Pacific Jaguar
Wednesday 8th		Monocoque Register	Farmers Arms Hotel Cabarlah contact Robin Todd 46648509
Thursday 9th		Wide Bay Burnett Register	Midweek Drive Bundaberg TBA
Sunday 12th		Sunshine Coast Register	Antarctica Experience
Wednesday 15th		Brisbane Register	Mt.Mee for lunch @ Ocean View Winery (see Cat Chat for further details)
Sunday 19th		Wide Bay Burnett Register	Bamboo Land Lunch @ Howard Café
Sunday 26th		Sunshine Coast Register	AGM
Sunday 26th		Peak Crossing A Day in the Country Charity Event	(see flyer in this issue)
Monday 27th		Gold Coast Register	Monthly Meeting
Tuesday 28th	10am	Darling Downs Register	Alan & Marie's Coffee Run
Fri 31st Sat 1st & Sun 2nd Sept		Gold Coast Register	Inferno Cafe 839 Ruthven Street Toowoomba Chairman's Weekend (2 nights) R. Howlett

SEPTEMBER 2018 Calendar

Wednesday 5th		Gold Coast Register	Morning Tea Run D. Willmott
Thursday 6th	12 midday	Chassis Based Register	lunch @ Karalee Tavern Lloyd Anderson
Sunday 9th		Gold Coast Register	Spring Affair L. Evers
Tuesday 11th		Brisbane Register	General Meeting Yeronga Services Club
Wednesday 12th		Monocoque Register	Yangan Hotel contact Robin Todd 46648509
Sunday 16th		Wide Bay Burnett Register	Robert & Toni Shed Day Lunch @ Cafe by Farmer and Sun
Sunday 16th		Sunshine Coast Register	Run with Nic & Joanne Case
Sunday 23rd	JDCQ	All British Day & JDCQ Display Day	(see flyer center page this issue)
Monday 24th	St. Josephs College	Sports Ground Tennyson	
Tuesday 25th	10am	Darling Downs Register	Monthly Meeting
Tuesday 25th		Gold Coast Register	Alan & Marie's Coffee Run
Tuesday 25th		Darling Downs Register	Kingfishers Cafe 333 Spring Street Toowoomba

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



Jaguar Life

President James (Jim) Reid



Welcome fellow club members, well, where did that first half of 2018 go?

Your committee has been very busy and we will have to leave some issues until the next committee is voted in in November, speaking of that, one issue that had to be addressed was the position of Vice President.

Your committee has resolved that the Vice President will be voted in at the next A G M but if no member volunteers the elected committee will choose one of the committee to hold that position, this brings us in line with the requirements of the constitution.

We have also resolved that both the merit recognition and volunteer of the year selection will be via a sub- committee after receiving back the forms sent to each register in July.

At the same time any Register who feels that one of their number should be awarded Life Membership, should submit their name and reason for the nomination and the committee will assess the nomination as per the club rules.

This year, Sunday September 23 we will join the All British Day for our state Display & new members will have the opportunity to meet our Patron, Ron Gaudion, our Aussie Legend of Jaguar & Ecurie Ecosse fame of the 1950's Le Mans Races.

Our Display Day will celebrate 70 years of the XK120 & Mark V, plus 50 years of the Jaguar XJ. New for this year we have a Pride & Joy Competition – full details to follow from Ray Hodges & Jim Bowden.

Maureen & I have not had a lot of spare time in the last six weeks to involve ourselves in club events but hope to correct that soon.

We did attend the April meeting of the Gold Coast Register and must thank the members for the warm reception given to us, thanks everyone. There will be a meet and greet of new members to the Brisbane Register which I will attend and will report back at the next Jaguar Life magazine.

I am sad to announce the resignation of Deb & Jaimie Cook from the committee, they have been the unsung heroes behind the Facebook and regalia and they will be sadly missed. Personally, I would like to say thanks to both of you for all your efforts.

Enjoy your Jaguar Life

Jim & Maureen Reid

Angelhurst Village Charity Car Day Sunday 3rd June

written by Barry Cooper photos Tony Herald



What better way to spend a perfect early winter day than to picnic in the grounds of Angelhurst Village near Tamborine along with like-minded enthusiasts who appreciate all fine things motoring? Tery Hurst holds this annual event on his picturesque property and raises funds for charities, Camp Quality, which aims to provide a better life for children living with cancer and Brake, which provides driver awareness training for high school students. Contributing is quite painless however as the focus is on enjoying the venue, including the rescued buildings housing rare classics and the company of fellow enthusiasts. The general public are not invited and only members of invited car clubs are advised. Taking your own picnic is optional but there is no need, with very tasty food available for little cost.

I noted something like 13 Jaguars among the Mercedes, Ferraris, Lamborghinis, Porsches, Bentleys, Rolls Royces, Alfas etc visiting on the day. My count may be understated and did not include at least three Jaguars which reside at the property. There was quite a range of club cars with a number of F-Types representing the modern, and E-Types and S-Type representing the 1960s. It was good to meet up with Gold Coast Register members too.



Shannons Insurance. This year the Brisbane Register entered Jonathan McLeod's 1963 E-Type and Richard Andrews' tribute to the 1984 JPS TWR XJ-S. Both cars were much admired and prompted many questions. Deservedly, Jonathan's E-Type was awarded 'Car of The Day' and young Jack McLeod would have to hold the trophy for their trip home. Jonathan was only one week earlier awarded best pre 1970 sports car at the Macs Bridge display day.

Hopefully the photos will convey what an enjoyable day it was.



Message from Chairman Brisbane Register with Ian Lind

Hello to all you Jaguar enthusiasts.

Well it has been an eventful two months in our register since my last communique, with lots of runs and outings. Unfortunately as I have been in the middle of building and finally, over the last week or two, moving my life's collection of not so necessary clutter into an almost completed new house I have not been able to attend an outing since the 'Saint Helena boat trip' and the first 'Welcome to new members to Brisbane Register' event a few months ago. However I hope in the near future to rectify this situation as the dust begins to settle.

Unfortunately on the 24th of April the short meeting and viewing of the new Jaguar E Pace was cancelled due to a domestic emergency of our speaker from *Brisbane City Jaguar*. A small number of our members attended the Chassis Based registers event at Karalee, and our meeting at Yeronga Services Club on 8th of May went ahead with fewer than normal attendees perhaps due to it being Budget Speech night. The usual faithful devotees always attend but it would be nice to see some new faces for our General Meetings. Our meetings are not boring and often have an interesting guest speaker, plus of course a nice meal at the Services Club. Jim Bowden from our Register Committee has been very active in organising events. 'The Pie Run' to Mount Glorious on 15th May was attended by several members, as was the 'Kooralbyn Display Day' on 26th May, followed on 27th May by a terrific turnout to the 'Macleans Bridge Sports and Classic Car Display and picnic', and organised with the precision and expertise we have come to take for granted from Tony Nelson.

As if this was not enough excitement for the bi-monthly period, we also had an Angelhurst Classic Car Display which was well attended, and then to cap things off the Bunya/Kingaroy - Drive/Walk/Observatory/History 3 day drive commencing on the 8th of June which Phil Sperryn and Ruth Bodey reconnoitered three times, were frustrated by bad weather, but finally pulled it off this year with a very good turnout of members and friends. I am reliably informed that the friendships made, the visit to Bethany Station and the dinner at the Corrallee Hotel were some of the highlights of this

run. Finally on Sunday 17th of June another 'Welcome to New Members' organised by Jim Bowden will occur. Thank you for all the organisers of these events it has certainly been a very eventful and successful two months for our Register. Some articles on these events will appear in this magazine and in our next issue.

Our Committee have been discussing a few issues. One thing that was brought up was, 'Should we have a Policy of permanent subsidies on certain events set down for our Register?' These might include accommodation subsidies, wine subsidies, dinner subsidies - or should we just continue our ad hoc policy of subsidies agreed to by the Committee on a one-off basis as we currently do? (Food for thought for members.) We will let you know our decision at the next General Meeting on 10th of July. I have cancelled my run in the Calendar on 20th of June to Byron Bay in favour of Jim Bowden's run and lunch on 26th June to Moore Gallery. In the meantime enjoy your Jaguars and keep an eye out for upcoming events.

Ian Lind.

OCEAN VIEW WINERY

Wednesday 15 August 2018 Noon

Experience a pretty run up to Mt. Mee, then enjoy a fine dining lunch with your friends from the Jaguar Drivers Club.

**Ocean View Estates
Winery & Restaurant
2557 Mount Mee Rd, Ocean View.**

**A la carte menu and
your choice of beverages.
Winery purchases available.**

**Please advise Jim or Lucy
before 10 August 18, 0413 130 009**

**Reserved table for 16
A la carte food and wines**

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Brisbane Register Welcome New Members to the Club

written by Jim Bowden photos by Jeanette Lind



New members Greeting Number 2

The Brisbane register committee recently had the pleasure of meeting and welcoming ten new members. The venue was Flutes Café at Coorparoo, who put on oven hot and crispy scones, raspberry compote and fresh thick cream- just what was needed on a bit of a cold Sunday.

New member Phil Almond probably stole the show with a gorgeous red XK140, totally beautiful and many of the ladies were swooning over his car.

Margaret Martell is restoring an E Type with the help of her son. Nice to see a female owner joining the Club too.

Wayne and Gabrielle Baker are rightfully proud of their as new silver XKR, and Brad Dorman's very original white XJ Series one showed that even Jaguars need batteries, as it needed a push-start before firing up for the return journey. Classic Jaguar history right there!

Red E Types were in abundance with Barry and Joy Coopers fixed top, and Mark and Caroline Munro braving the wind with the top down convertible. At least mark has a cap. Paul the restaurant owner offered them a rug for the drive home but the offer was declined.

Bruce and Lyn Wieland left their 12 cylinder XJS home in Carina, and Peter Christou brought along a lovely 1965 British Racing Green S Type 3.4 manual with wire wheels , with lots of nice wood.

The Brisbane Register has now caught up with available new members, so another welcome is not anticipated for a few months, unless we have a sudden surge of members. Thank you to the committee members that participated, it seems a good time was had by all!



David Hack Classic – 20 Years on

Written by Tony Herald, photos by Tony Herald



2018 was the 20th anniversary of the David Hack Classic, a mixed display of classic cars and aircraft which provides an interesting spectacle for any enthusiast.

The event is conducted by the Rotary club of Toowoomba North at the Toowoomba Aerodrome each year and is an annual event where warbirds and classic vehicles gather for a day. It is a fundraiser for the Leukaemia Foundation, Blue Care and other charities.

The mix of aircraft and many different types of classic and military vehicles makes for a unique atmosphere for enthusiasts and the public. There are trophies for 20 categories, entertainment and food for the whole family.

Who was David Hack? David Hack – 1970 – 1998 – a young man with a passion for photography and classic cars. A member of the Toowoomba South Rotaract club and award winning photographer and freelance contributor to national magazines. Diagnosed with non Hodgkin's lymphoma in 1996, David underwent aggressive cancer treatment of chemotherapy, radiotherapy and a bone marrow transplant. During his final weeks David planned a big birthday bash for his 28th birthday at the Toowoomba Aerotec hangar with family and friends against a backdrop of classic and exotic cars and historic war planes. Unfortunately David passed away two days before the event. John Freeman, long serving member of the Rotary Club of Toowoomba North, felt that the concept of the day should not be forgotten. The inaugural David Hack classic meet was held in 1999. The public choice trophy is presented each year in David's memory by his mother, Anna. (from Rotary Facebook page)



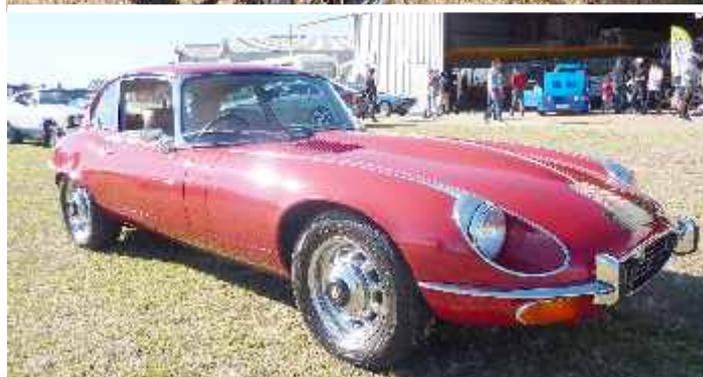
This year the JDCQ contingent was strangely a bit light on. Alan and Marie Buller and Terry and June Whitehouse met up with me at Ortem coffee shop for an early morning coffee and a delicious breakfast before heading to the aerodrome a few minutes away. Our three cars were joined by a nice Daimler 250 (Mk2) the owner also bringing his red S3 E Type which was singled out for display at the Aerotec hanger, as it was last year. I have been chatting to this obvious Jaguar enthusiast for the past couple of years but still haven't managed to get him into the club, perhaps someday soon. Shortly after, we were joined by Ed and Chris Cross in their BRG S1FHC and that completed the JDCQ contingent.

The day was spent perusing a bewildering array of cars, most classic, some not so. It was virtually impossible to count them but a reliable source gave a count of 462 cars on display. A good walkthrough took a couple of hours but was well worth the effort. An excellent display of warbirds including a formation flyover added a fascinating dimension to the display. Unlike the cars these were generally not static and regularly took off for demonstrations and joyrides with that awesome WW2 aircraft engine note. The RAAF brought along a C-27 Spartan transporter which was open for inspection all day and had an eager queue of lookers for most of the day. This aircraft replaced the venerable Caribou and at 17 tonnes is the largest RAAF aircraft which can land at Toowoomba aerodrome.

After much wandering around and chatting, lunch was welcome and for some it was a picnic lunch for others, like myself, an offering from the Rotary tent which was quite delicious. While indulging in lunch we were visited by a very official looking "German Pilot" in full flying dress uniform. After an amusing chat it appears that he is a member of a group who perform a re-enactment of a WW2 scenario. An interesting and amusing encounter.

The day was excellently organised by Rotary who always had plenty of staff to help exhibitors park or find their way around. A number of trophies were awarded at the end of the day, about 2pm, but none of us had any idea what and how they were awarded and we couldn't really hear the proceedings clearly from where we were sitting. Regardless, it was an excellent day which finished early enough to enable a (long) drive home before dark. I look forward to next year's event.

Tony Herald



A DAY IN THE COUNTRY

PEAK CROSSING

Sunday 26th August 2018



WELCOME
PEAK
CROSSING
TOWNSHIP



The E+F Type Register of the Jaguar Drivers Club of Qld, along with The Rotary Club of Fassifern Valley, invites The Jaguar Drivers Club members to join us at a Charity Day on Sunday 26th August 2018 at Peak Crossing from 10am onwards.

Neil and Jenny Summerson have again invited us to use their property for this event with funds raised going to The Rotary Club of Fassifern Valley.

This is a unique opportunity for selected car clubs to mix with other like minded car enthusiasts, without general public, to view a spectacular range of cars whilst supporting a great charity.

Rotary Club will be serving refreshments including morning tea (the lamingtons are scrumptious) and a bbq lunch at nominal cost. Your support of their efforts is greatly appreciated.

A mobile coffee van will also attend.

Entry fee at the gate will be a donation of \$20 per car.

Please RSVP before **Tues 31st July 2018** to:

Contact: **Tony Nelson**

Email: **eandftyperegister@gmail.com**

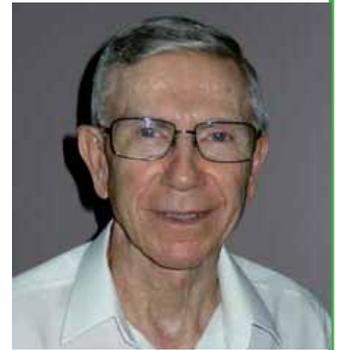
In your acceptance please advise the vehicle you will attend in, year of manufacture, colour and how many participants.

You can expect an email reply mid-August confirming your acceptance.

Entry is restricted to 200 cars on a first come basis. An early reply ensures you don't miss out on this great event and we look forward to your acceptance as soon as possible.

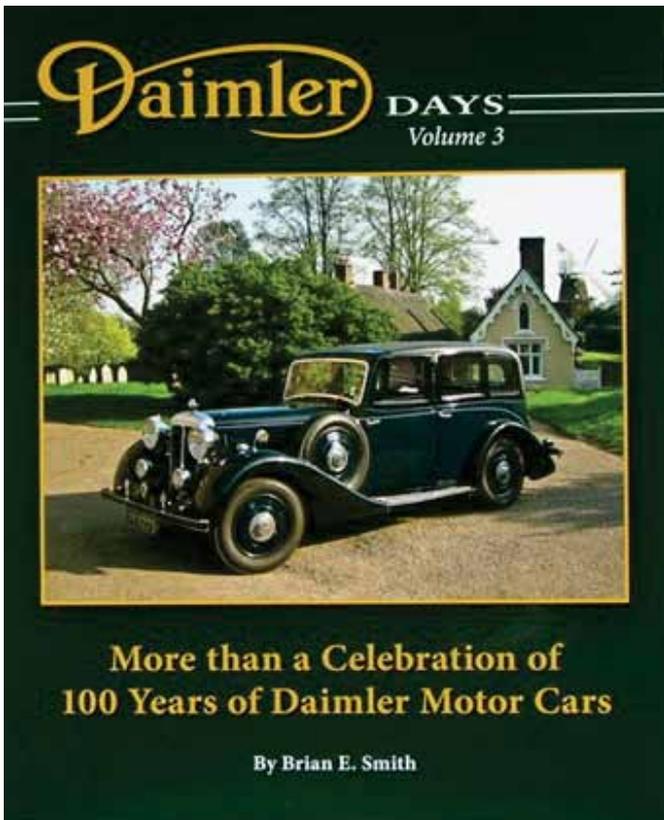
Please help us keep this event exclusive by not disclosing the address.

Daimler DAYS
Volume 3
More than a Celebration of
100 Years of Daimler Motor Cars



GB23: Daimler Days Volume 3 by Brian E Smith, published in 2017 by Daimler Days Publishing.

Volume 3 of 'Daimler Days' is intended to be a supplement to the first two volumes, published in 1996. It is less a 'text book' but rather more a compilation of additional data relating to Daimler cars with, in many cases, biological details of their owners - past or present. It is hoped the narrative, testimonies, numerous photographs and images will provide pleasure to the browser as well as serving the enthusiast seeking information on a selection of specific cars. To this end, the Author has welcomed contributions made by current and past owners, restorers, auctioneers, dealers and other enthusiasts from around the world.



In 1996, it was said: "'Daimler Days' is the most comprehensive work on Daimler cars ever undertaken and is an entirely appropriate celebration of the centenary of British Motor Industry and one of its most pre-eminent concerns." As a companion to the previous two volume, this addition runs to approaching 600 pages and contains over 1200 images, predominately in colour and including many not previously published.

If you would like to reserve this book give your Librarian Ray Hodges a call on 3820 7681 or email: library@jagqld.org.au Enquires for our mail order service to Queensland Regional Register members welcomed. For the latest material go to our Facebook page. For other books, service manuals and DVD's go to our website, log on, search for the material and click on "Request this book".

NOTICE CONCESSIONAL REGISTRATION

Members with cars on concessional registrations must be able to prove to police that the vehicle is on public roads for reasons within the approved limits of restricted use. At all times when the vehicle is driven on the road, members must carry Club membership card and current Club magazine, regional newsletter or other written evidence giving particulars of the event being attended. Failure to provide proof of legitimate use could result in the vehicle being regarded as unregistered and uninsured.

JDCQ President



Alan and Marie's Morning Coffee Runs

written & photos by June Whitehouse



On the 29th May Alan and Marie's Coffee Run was held at Inbound at Toowoomba Railway Station. About ten of us gathered at morning tea time, a few absentees due to ill health. Inbound is an interesting place to visit, being situated on the platform of Toowoomba Railway Station. The eating area is a lovely big old fashioned room, with an open fire burning during the winter months. Memorabilia and artefacts are situated around the room, with a variety of paintings also on display. The morning ran into afternoon, before we had realised it, it's amazing how time flies when you are absorbed in chatting with good friends. Alan and Marie's next coffee run will be later in June, but due to the early deadline on this issue, I will report on that run next time.

Alan & Marie would love to welcome members from other registers, to join us on these coffee/lunch runs, so please come along and have a coffee and chat with us.

Upcoming dates and venues are as follows:

31st July 10am @ The Engine Room Cafe, 1 Railway Street, Toowoomba

28th August 10am @ INFERNO Cafe, 839 Ruthven Street, Toowoomba

25th September 10am @ The Kingfishers Cafe, 333 Spring Street, Toowoomba

Hope to see you there.



JAG WAGS CORNER

*In this issue of Jag Wags, we have a lovely story, sent in by Brisbane Register member Lucy Saunders
Thank you, Lucy, for your terrific contribution*

What is it like to be a Jag lady

Little did I know when I hooked up with Jim Bowden that Jaguars were going to become a large slice of enjoyment in my life. I have had to buy many special clothes for fancy dress events and National Rallies, and driven many thousands of miles in rain and heat and windy cars, hot cars and fast cars, and freezing June Jaunts. We have driven Jags as far afield as Adelaide and Geelong - and back. We bought a pretty blue but scrappy Mark 2 manual in Melbourne and drove back to Brisbane in scorching January heat - which was bad enough but the heater was stuck open, NO AIR CON, and I had to wear a wet towel around my neck all the way back.

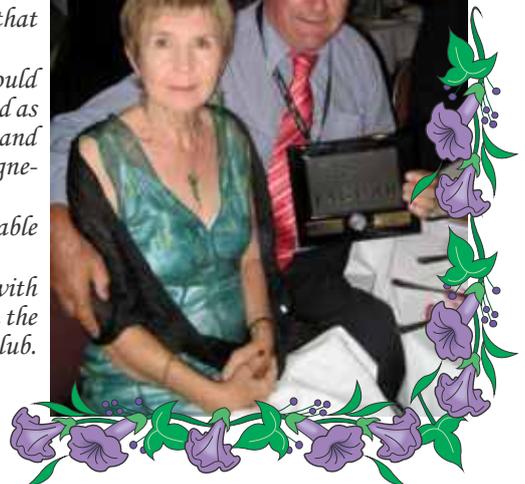
First Jag we had was a white 420, \$7,500 from a dealer down the Gold Coast - a bit rough but we loved the great feeling of driving an oldie and a goldie from the sixties, felt like royalty, but don't look too closely at the rust spots, carefully polished and whited over. Then we joined the Jag Club and started to become educated to the Jaguar and Daimler cars, and met so many nice people. Sold that Jag unseen to a fellow in West Australia, never heard about it or saw it again.

So next we acquired the original honey beige 420 that we did up as best we could and entered a few shows, getting a Silver for d'elegance in the end - was as good as it was ever going to get without major titivation. Many drives and events and scones and teas consumed, merry Xmas parties, gallons of coffee and champagne - all sacrificed to the Jaguar gods!

These days our lovely red 1998 S Type serves us very well, comfortable and reliable and has AIR CON.

Membership of the Jag Club has enriched our lives and we have made friends with people we would not have otherwise met. I am finding it interesting being on the Brisbane Register Committee, and Jim is always doing something for the Club. Our lives would be poorer without Jaguars!!

Lucy Saunders



Mothers Day Run



Gold Coast Register run to Cedar Lakes Resort where Gary and Jane Mikkelsen brought their D Type on the run. Gary had built the D Type over a number of years. He allowed our Patron Ron Gaudian and his family to take the car for a spin and Ron thoroughly enjoyed the experience. As many will be aware, Ron was part of the work's team during the success of the D Types at Le Mans in the fifties

Membership News with Gary Clark

Hi Club Members

The club would like to welcome the following new members who have joined since the last issue of the Queensland Jaguar Driver.

Dave & Sandra Armstrong	Gold Coast E Type
John & Gail Newton	Capricornia
Ken Todd	Brisbane E Pace (returning member)
Brian & Jill Perry	Wide Bay Burnett (returning members)
Chris & Stacey Lincoln	Gold Coast XJS (returning members)
Marcus Featherstone	Brisbane XKR
Keith & Dawn McNeil	Brisbane XJC



Club renewal notices have gone out and renewal fees are due on the 30th June 2018.

Magazines will not be sent after 31st July and a \$50 (inc GST) joining fee may be payable if your renewal is not received by 31st August 2018.

If you have not received your renewal notice, please contact me asap.

Gary Clark

Membership Officer

Alzeiheimers Test

If you can read this OUT LOUD you have a strong mind. And better than that: Alzheimer's is a long long, way down the road before it ever gets anywhere near you!

7H15 M3554G3 53RV35 7O PR0V3 H0W 0UR M1ND5
C4N D0 4M4Z1NG 7H1NG5! 1MPR3551V3 7H1NG5!
1N 7H3 B3G1NN1NG 17 WA5 H4RD BU7 N0W, 0N
7H15 LIN3 Y0UR M1ND 1S R34D1NG 17
4U70M471C4LLY W17H0U7
3V3N 7H1NK1NG 4B0U7 17.
B3 PROUD! 0NLY C3R741N P30PL3 C4N R3AD
7H15!

Can you raed this? Olny 55 people out of 100 can.

I cdnuolt blveiee that I cluod aulacly uesdnatnrd what I was rdanieg.

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JDCQ Sunshine Coast Register

CHAIRMAN'S REPORT MAY 2018

Hello All

It has been a while since my last report but that is not because there has not been much happening, quite the opposite. April saw Susan and I attending the Australian Daimler National Rally in Victoria. The rally was being held at about the same time as the Australian Jaguar National Rally so I hope our attending members had as much fun as Susan and I had at the Daimler Rally. We did not let the side down putting in a creditable effort by winning Best Pre War, Most Desirable Daimler and Rally Champion. I hope some of our register did as well at the Jaguar National



In early April I was at Pacific Jaguar on club business when I was asked by Carmel Fulton (Promotions Manager) if I would allow them to use my 1934 Daimler as a centre piece in their show room for a charity function. I happily agreed as it was a chance for us to give something back, Pacific Jaguar do a lot to support us. Good thing was Lunis allowed me to take a new XF home while the Daimler was at the showroom. The car was wanted again for another function on 10 April but we would be away.

On 29/4 and 6/5 there were local car shows. I know car shows are not everybody's thing but they are excellent recruitment areas for new members. All going to plan we now have two new members. One with an E Type and the other looking for a Series 1/3 to restore. I also met a lady who would like to join us on one of our runs. Perhaps I can talk her into a Jaguar as well.

I was recently contacted by Rod and Dell Lee. Rod and Dell have been long time Jaguar owners and have given the club all the sales brochures from the Jaguars they had bought new. I spent a wonderful morning at their home at Montville while Rod and Dell recounted their experiences with their many Jaguars. Several of these brochures are quite rare now and will make a valuable contribution to our library.

Coming events. 24-28 May is the drive day hosted by JLRA at the Norwell racing complex. Our chance to burn rubber at and drive at over 200 kph. Legally.

Carmel Fulton from Pacific Jaguar has offered a wine and cheese evening to introduce the new E Pace so expect a notice soon Lindsay driving a 1910 Daimler Bus I have spoken to the man from Antarctica and will arrange a film showing at my home on a date to be arranged.

Peter Lahrke who attended the Jaguar Artic experience last November will also have some film for us to enjoy. Peter is attending the advanced course this year, lucky devil.

Till next time stay safe Lindsay Price

Chairman JDCQ SSC Reg.



Lindsay driving a 1910 Daimler Bus

2018 AUSTRALIAN DAIMLER NATIONAL RALLY HEALSVILLE VICTORIA

In April Susan and I attended the Australian Daimler National rally. Planning for attending this event had started about two years before departure. There was a long to do list to be completed on the car. This was both expensive and time consuming. Work included replacing all differential, front wheel and steering box bearings, relining the brakes, overhauling the brake booster unit, machining the brake drums and resetting the rear springs. A new water pump with dummy generator were made to replace the worn out original. Four new tyres with tubes and liners were also purchased. I had been in communication with a man from Norway and he and his wife wished to join us on the rally starting from our home in Mooloolah. Because of the extra luggage and people, I built a larger wooden trunk for the back of the car and had the left front mudguard altered to take a spare wheel like the right. Fortunately the support structure was already in place. Just before Christmas the engine blew the head gasket. This was the third within two years. Investigation found the top surface of the engine had been inaccurately machined at a previous overhaul. This meant a complete strip down and resurfacing of the engine block. The opportunity was taken to replace the piston rings and tidy up other components as well. The down side of all of this was the stress that it would all be completed in time, not to mention the considerable cost. Mid-February all was completed and we were ready to go.

We finally met Alf and his wife Ingrid from Norway two days before departure for Melbourne. We hit it off right from the start and enjoyed a couple of days enjoying the sights of the Sunshine Coast before departure on Wednesday 11th April. Our plan for this day was a leisurely drive via Kilcoy and Gatton to Warwick. Unfortunately just out of Toogoolawah the left rear tyre blew out and damaged the mud guard. The wheel changed, we continued on to Warwick. The Beaurepair dealer there did a splendid job of replacing the tyre at minimal cost. Full marks to them because I have experienced tyre dealers who have no idea of how to repair the older type of tyre. I have to thank my brother as well. He drove from Towoomba to my home at Mooloolah to pick up another tyre then delivered it to Warwick. Over 750 Km round trip. Having the replacement spare saved a lot of stress.



From Warwick the next destination was Tamworth 422 Km away. The car was running well despite the 37deg heat. Alf and Ingrid were finally seeing the open spaces they had heard of and we were settling into the long drive with Alf driving. Just out of Armidale the right rear tyre went flat. It was replaced with a spare and we returned to Armidale to have it repaired at the local Beaurepair dealer. Again excellent and speedy service. The valve stem had separated from the tube but was quickly repaired by the staff at Beaurepairs. Needless to say I have no reservation recommending them.

Over the next four days we drove to Healsville without any trouble what so ever. The weather had cooled down considerably and there was a very strong westerly wind blowing. We were also driving in dust which considerably reduced visibility. Handing over the driving to Alf was like handing over the watch on a ship "remember she is carrying half a spoke to starboard". We visited Susan's cousin's 6000 acre property near Dunedoo. Alf and Ingrid could not believe that one man could own such a large property. Susan's cousin Ken Beams explained that they had just sold 2000 sheep but still had 6000 on the property. Along with the sheep he also had over 2000 acres under cultivation growing wheat. We had a look at the wool sheds and wheat storage sheds. Ingrid was most impressed with the tractors. Monsters.

We visited the Parkes radio telescope and continued south in the increasing dust. I had fitted a modern air filter to the Daimler and was glad I had done so.

With the cooler weather the Daimler was just singing along. The country was getting drier and I think this is what Alf and Ingrid had expected.



At Wagga Wagga we had the privilege of seeing a 1910 Daimler bus restored by Malcolm Nixon. Malcolm also has another incomplete 1910 Daimler bus and a Buffalo Pitts steam traction engine. He took his 1933 Daimler 15 to the Healsville Rally.





Finally after five days on the road we met up with some of the other Daimler owners attending the Healesville rally. We stayed at the Albury Manor House Motel and I can say without a doubt it is the best motel I have ever stayed at. On the 16th we drove in convoy with the other Daimler owners to the RACV resort at Healsville finally arriving mid-afternoon 1900 km or 1124 miles from

home. Apart from the tyre trouble the car had run faultlessly. Needless to say the rest of the afternoon was spent catching up with old acquaintances and cleaning the car. There were no repairs to be done but I did help others with their cars.

Because Daimler were the Royal car, on the first night we were expected to wear a crown to dinner. Susan had made us some splendid crowns but we were out done by some of the others which were fantastic. The evening was spent catching up with old friends and hearing of their travels. A couple of members had just completed a run with the Rolls Royce club so were well travelled.



Healsville Sanctuary. A sort of Aussie Zoo without Crocodiles. It is well worth a visit if ever you are in the area.



Another was the Tydel Museum. This is a private collection which has over fifty cars. Some of the cars had interesting owners such as Bette Davis, Paul Newman, Bing Crosby and of course Elvis. Yes it was pink. There was a Tucker in drivable condition. Tucker would have to be one of the most mysterious cars ever made and are mentioned in many car books. To finally see one was a treat.



people with similar interests. The meals were splendid and the evenings would always start with small groups gathering in the lounge. From there the groups would become larger until all were present and we would all sit down for a first class evening meal.



On the final night there was an even more sumptuous meal than those we had already enjoyed. Alf amazed me in that he arrived in a full suit. How he had managed to fit it into his small luggage I do not know. Talk about experienced travellers. After speeches by Michael Pringle Patron of the DLOC Victoria and others the awards were handed out. I had a feeling I would do well when one of the committee suggested I shift my chair over to the trophy table as it will save a lot of walking. We were awarded, Best Pre-war large, UK trophy Most Desirable Daimler and Rally Champion. Alf and Ingrid who were with us were awarded the distance Trophy.



On the final morning as we all departed to various parts of the country and some overseas I could not help think who will be at the next rally in South Australia 2020.



Jaguar Art of Performance Tour Experience

written and photos by Barry Cooper

Back in April I received an invitation from Jaguar Australia to attend the Art of Performance Tour at Norwell Motorplex. We purchased an XF in 2013 and I'm not sure whether that is why but I wasn't about to refuse. I could even invite another two people so after including my wife Joy that left one more vacancy. I suppose I could have held an auction but instead I asked a friend who, for sake of anonymity, I'll call Phil (because that's his name).

So on a pleasant Friday morning in late May we arrived at Norwell Motorplex to be greeted with the offer of a light breakfast/morning tea prior to a comprehensive briefing. Activities for the morning comprised a road drive of two Jaguars, a track drive of two more Jaguars, "hot laps" with a professional driver and then a competitive event called "Smart Cones". If that wasn't enough, there was then an offer to experience the abilities of a Land Rover off-road.



For the first road drive, Joy and I selected a new E-Pace which happened to be a 2.0 litre diesel. Nice styling although I'm afraid driving didn't do a lot for me but I'm not really an SUV fan. If it had the optional 221KW engine my view may have been different. Cleaning the white seatbelts and seats of this particular car would also be a challenge. Moving to a supercharged V6 XE sedan as our next drive was much more to my liking. Loads of go, sharp handling and an excellent ride. The one we had was somewhat basic, manual adjustment of the steering column for instance, but that may be a consequence of the way Jaguar packages their options.

To the track. It was a case of first-in-first-served for choice of car. Choices included F-Types, XE and XJR. I gravitated to the F-Type R with its five litre V8 and it was amazing! The acceleration is probably the most I have ever experienced in a car and the road holding is way, way above my capabilities/courage. The performance however is surprisingly usable (on a track) and one would have to do something totally stupid before control was lost. Compared to cars I owned/own, a Falcon GTHO Phase III does 0-60mph in 6.4 secs and a S1 4.2 E-Type was tested by Autocar at 7.6 secs. The F-Type R takes just 3.4 secs! The GTHO and E-Type though don't have traction control, sophisticated suspension or power steering. The next car I tried was an XE and like the road car was the supercharged V6. The track drive confirmed what an excellent sports sedan it is and one that should be tried by anyone shopping in that market.

For the laps as passenger with a professional driver I chose the four cylinder F-Type just to see how it compared to the V8. It is too the lowest priced new F-Type and has had good reviews. Impressions: My track driving abilities are almost non-existent when compared to a professional! The professional picks the braking points and corner apexes far better than I do and holds the car on hard throttle through turns where I was backing off. The four cylinder F-Type? Fabulous road-holding, sufficient power (224KW) and overall a very desirable choice. The original V6 F-Type (250KW) 0-60 mph time was 5.1 seconds. The new four cylinder has identical times and top speed. The V8 F-Type R (405KW) to me is too expensive to use on a track and there are no Australian roads where its potential could be used either legally or sensibly. And then there is the F-Type SVR with 423KW! Regretfully I don't have to choose as I'd have to sell our E-Type to buy even a cheaper version. Hopefully depreciation will be rapid enough to make it an option before they take my licence away.

The competitive event used Jaguar's Smart Cones to create a driving challenge. Cones are equipped with LED lights to create 11 "gates" through which the car must be driven. The gates change so that only the next gate and the one after are identified with green and blue lights respectively. GPS tracking measures speed, distance covered and accuracy of car placement. Difficult to explain but do an internet search for "smart cones jaguar" and you will find examples. Two F-Types were used with only one on the course at a time. Phil and I would prefer not to disclose the results but in the interest of giving credit where it is due I have to tell that Joy performed very well and far better than Phil and I.



The final event was the chance to drive a Land Rover Discovery 3.0 litre diesel over a short course which included a steep and rough track followed by a slippery water course and then a 30 degree slope up and down. Although a very brief session I would be happy to drive the Discovery anywhere in the country except the local shopping centre underground carpark.

If you ever have an opportunity to participate in one of Jaguar Australia's events I would thoroughly recommend you do so.

JDCQ - POSITIONS VACANT

If you would like to become part of our management team or become a Model Register Secretary - the following positions are vacant:

JDCQ Committee:

- ÷ Vice President (to be elected at next AGM)
- ÷ Publicity / Promotions
- ÷ Sporting Co-ordinator
- ÷ Regalia
- ÷ Facebook Co-ordinator

Model Register Secretaries:

- ÷ Sporting / Modified
- ÷ Modern Compacts
- ÷ Crossover Register

Anyone interested should check out the roles at our web site
- Resources / Officer Duties and contact our President Jim Reid on 0418 880 865

New volunteers bring new ideas - we welcome your participation.



Jaguar Drivers' Club of Queensland
State Display Day
&
New Members Day
at
All British Day.



photo courtesy of Jaguar

Sunday 23rd September 2018

8.30 am - 2.00 pm.

Gates open at 7.30am.

St Josephs College Sports Ground
Vivian Street, Tennyson, Brisbane.

**Celebrating 70 Years of the
Jaguar XK120 and Mark V plus 50 Years of the Jaguar XJ**

ALL BRITISH DAY!



Sunday 23rd September, 2018

St Joseph's College Sports Ground, Tennyson.
Gates open at 7.30am. Display Car plus Passengers \$20.
Pedestrians \$2, Parking \$5. First 600 vehicles get metal badge.



MAJOR SPONSOR

More Info: www.allbritishdaybrisbane.org.au
Tel: David Robinson 0417 731 455



Alloy Radiators

Club member Ben Grutoff got in touch with me about the aluminium radiators for MK1 and 2s I have written about in the last couple of issues of this magazine. Ben ordered one however he found that the "tabs" for attaching the fan shrouds are not correctly positioned and on top of that there is no way that the shroud could be fitted as the original radiator had studs welded into the "tabs" where nuts could be attached from outside the shroud. He returned the radiator to the supplier

Now I am partly to blame for this however in my ownership of 5 MK1s and 5 MK2s I have only ever had one car with a radiator shroud fitted. For one reason or another the shrouds had all been removed and actually I did not know the MK1 had radiator shrouds, however Ben assured me that it did and he should know as he bought his MK1 in Holland a long, long time ago and brought it with him to Australia. So basically if you have a radiator with a shroud and want to keep the shroud the alloy radiator is not for you.

XJ6 series 3 woes solved

A friend of mine has been "sorting" a series 3 XJ6 for some time. He was getting erratic idles and high fuel consumption and was literally looking seriously at getting rid of the fuel injection system and fitting series 2 XJ6 carbies.

However he decided to remove the injectors and try to assess what was going on. He was actually looking to see if the injectors were delivering fuel evenly. Upon removing the injectors he found that the base "cups" between the injectors and the head which are designed to provide an airtight seal were all split and allowing air into the intake manifold. This meant that the fuel air mixture ratios were incorrect especially at idle and in addition the idle could not be cut back to a typical 700 RPM.

After replacing the cups he found he still had a problem which he eventually traced to the fuel pressure regulator diaphragm which had split and was allowing fuel to pump overboard and was not reducing fuel pressure when throttled back to idle. After replacing the diaphragm he was able to get the idle speed correct and the car was now running "sweetly". A jaunt of about 40 kilometres showed that fuel consumption was now vastly improved and hopefully that is the end of his problems.

You can take the girl out of the country but you can't take the country out of the girl

My dearly beloved Honor was born in far western Queensland and grew up on cattle stations in the Thargomindah area. Her father was a "Kidman" man and manager of Bulloo Downs and later on managed Kihee which was owned by her mother's family. Obviously she has deep connections with the cattle industry

We had to miss out on the Monocoque Register lunch in Warwick on 9 May as we went to the Rockhampton "Beef Week" driving the Falcon Ute. She really likes to go to this triennial (every 3 years) cattle show. We also went there in 2015. Actually we don't stay in Rockhampton but overshoot it to stay at the Marlboro Hotel which is 100Ks north of Rockhampton and about 1 hours' drive. The beer is good, food is excellent and the accommodation is cheap but typical of an old single storey pub. Accommodation is just not available in Rocky or nearby surrounding towns like Emu Park and Yeppoon and a lot of these places are booked out years in advance for this event.

I will give the Falcon BF MK2 ute its due as I pushed it hard against the speed limits and it returned 9 litres per 100 kilometres which is about 30 miles per gallon in the "old system". However there were a lot of "grey nomads" with caravans on the road who sat on 75 to 80Ks per hour which can get pretty frustrating, particularly if they are travelling in convoys.

Interestingly I understand that this 6 cylinder engine fitted to the last Falcons has become a favourite for hot rodders and modifiers because it is very good in stock form and can be hotted up to quite high power outputs without blowing up or disintegrating.

The X300 is back on the road

In early March my X300 copped a rear end shunt from a Hyundai I30 at a set of traffic lights. It was a fairly firm hit but both cars were still drivable so the police were not involved. The accident took place on a Saturday and I reported the accident to my insurance company on Sunday I had a quote by a reputable repair organisation namely Brendale Body Works and it was sent off by Tuesday and I received a CC E mail copy of the quote which was \$3500 and included a dozen photos of the damage.

We heard nothing from my insurance company for over a week and finally I phoned and asked what was going on. I was told it was being assessed. Another week went by with no further communication and another enquiry was made and once again was told

it was being assessed. Finally a few days later I phoned and asked to speak to the assessors. It appeared that the assessors did not have the quote! After more milling around and confusion I was told that the photos had arrived in black and white and the assessors had to have them in colour. I forwarded my copy of the quote which included colour photos to be told they had arrived in black and white.

At last I found someone in the insurance company who realised I was getting fair dinkum about possibly reporting this problem to the Insurance Council of Australia. They contacted Brendale Body Works and got them to re-send the photos which arrived in colour. Surprise! The quote was accepted however the repairer said to hold off for a week as Easter was arriving and they couldn't guarantee getting the job underway until 9th of April. At the same time they alerted me to the responsibility of the other driver's insurance company to provide a hire car while mine was in repair.

Thrifty rental company who had the contract with the other insurer was contacted but could not provide a suitable equivalent vehicle such as a 6 cylinder Camry or Holden Commodore etc. as they were all down at the Gold coast for the Commonwealth Games and no, I would not accept a Toyota Corolla. Eventually they found a Holden Malibu which I accepted and actually used that to go to the monocoque register lunch in Allora in April. It was full of all the latest gadgets but did not impress me as it lacked engine torque and in cruise control would drop back a gear at the slightest rise in the road.

Eventually the X300 was delivered from the tender mercies of Brendale Body Works and the Holden Malibu was returned to Thrifty without any regrets. I wouldn't buy one. I must say that I am completely happy with the standards of workmanship and paint finish on the X300 and Brendale Body Works have an excellent reputation not only in the smash repair business but also with hot rod and restoration people.

Until next issue Safe Jaguaring



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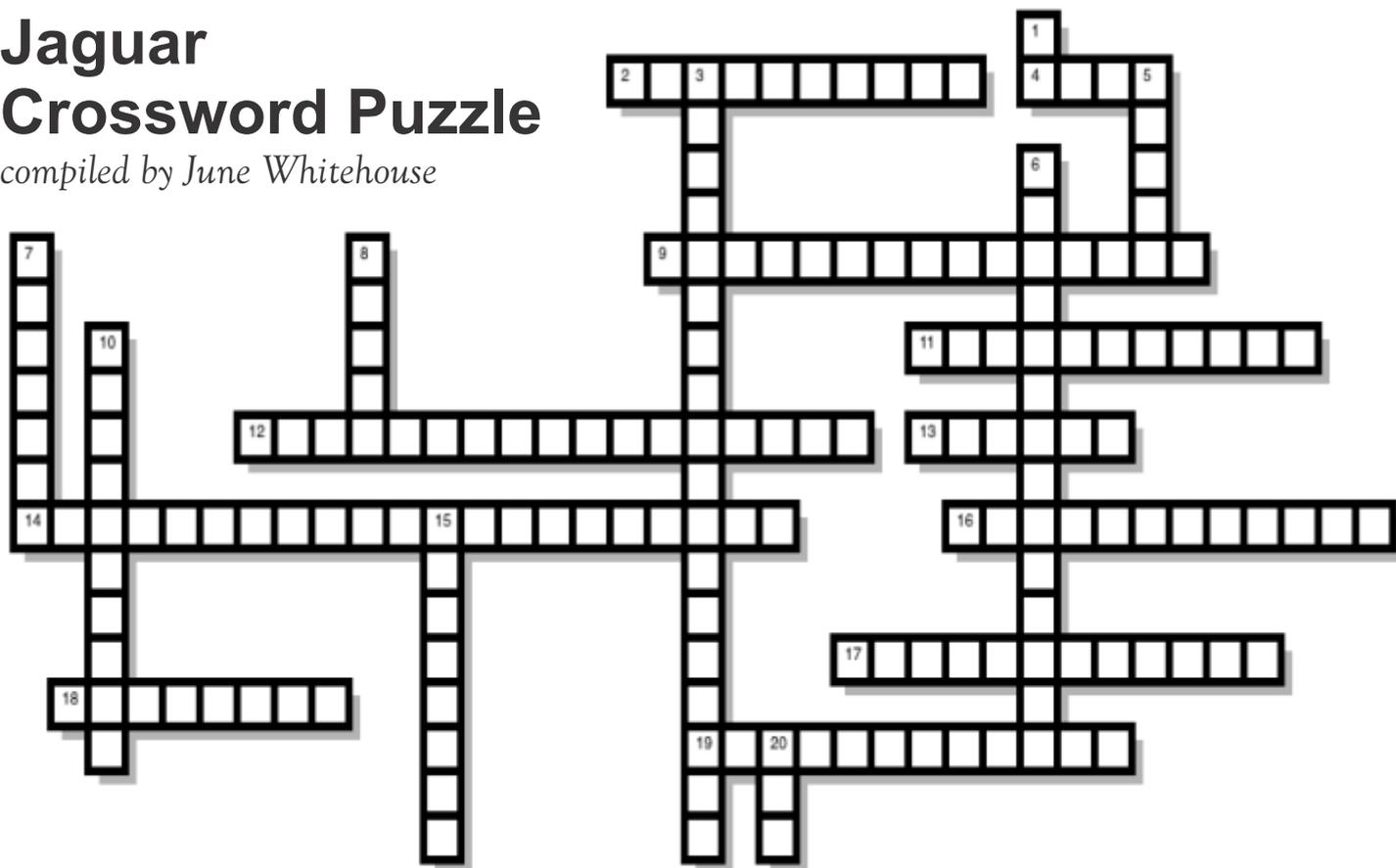
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Jaguar Crossword Puzzle

compiled by June Whitehouse



ACROSS

2. What is the name of the Indian company that has owned Jaguar since 2008.
4. What is the name of our Editor, who spent hours coming up with these questions.
9. Wayne J. Burgess is the designer of the Jaguar XE, he is a rock star with which band.
11. Jaguar purchased a Pressed Steel Body manufacturing company, named Motor Panels, who did they later sell this company to.
12. What year was Jaguar founded.
13. What is the pouncing Jaguar cat mascot commonly known as.
14. What was the original name of the Jaguar manufacturer.
16. What was the name of the drummer from 'Iron Maiden', who had an XKR-S custom built by Jaguar.
17. Who was the founder of the original company that became Jaguar.
18. Sir was installed as Chairman in 1980.
19. Which famous actor owned one of the 16 XKSS models

DOWN

1. Which Jaguar model boasts the 'All Aluminium' design for 2004.
3. Following WW11 which engine was the core of Jaguars success.
5. Which Jaguar sports car was made from 1961-1975.
6. What was Jaguars popular sales slogan for many years.
7. In 2011 Jaguar was involved in the Jaguar Art Project, what was the name of their exhibition.
8. To celebrate Jaguars 80th birthday, they built a Guinness World Record Loop de Loop, which Jaguar model did they drive through it.
10. Who is the Patron of JDCQ.
16. Where was the HQ of Jaguar based from 1928.
20. Prior to painting, every Jaguar car is dusted with ionized feathers from which bird.

Answers on page 34

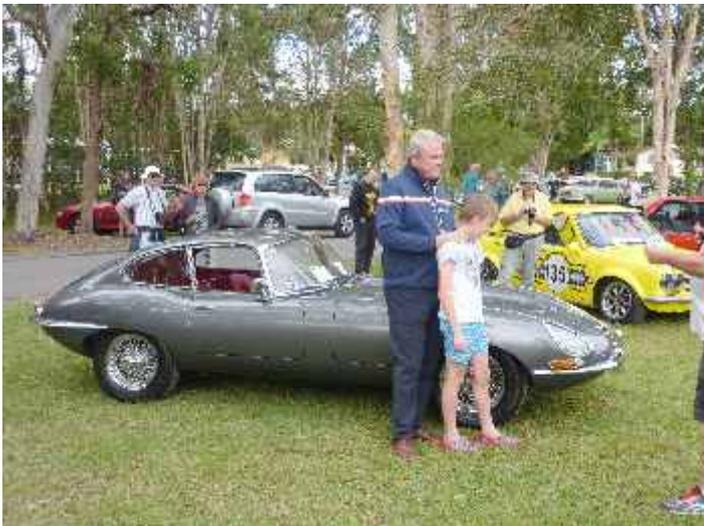
Mac's Bridge Classic Car Event

written by Tony Nelson

captioned photos by Tony Herald all other photos by Terry Whitehouse

This event has been happening for around 43 years. It was arranged in the first year by the Marque Sports Car Club and from the second year to now, arranged by the Triumph Sports Owners Association. The original venue was MacLean Park near MacLean Bridge, South MacLean. Next time you pass this park, look out for the flood water level markers. The March 2017 flood event surpassed all since recording started in 1887. For many years the event happened on Mother's Day, which did cause some logistical problems on the day. The local Council wanted to convert the back field into a Grey Nomad overnight site and a Pioneering Monument also being placed at the front of the park caused the club to look for another location. At Lakeside Raceway for 2 years it was a two day event, but due to ill health of the club member arranging this two day event, it then became again a one day event at the Logan University for two years until Government regulations forced another move. By chance, an official from the Belmont Rifle Range stopped a Triumph owner in his car as the BRC wished to expand the range's community involvement and now the Belmont Rifle Range has been the venue for three years.

Arranging the display for an event like this involves a lot of planning and looking for the support of members to join us at the event.



Jonathan McLeod and son Jack accept trophy for best Pre 70's Sports Car



Graham Tronc accepts his trophy for Best Heritage Vehicle (pre 1946)

We ended up with 43 Jaguars registering to display from 1936 to 2018 production dates. I like to call the event Mac's Bridge, so that members with non-sports cars are also encouraged to participate. Back at MacLean's Bridge if you did not have a sports car you were sent to the next paddock and it was always my wish that all our club cars could display together.

The participation of numerous MK 2 Jaguar and E and F-type owners created a great display. I set out our other Jaguars in rising production years with the moderns in the last row.

I believe members appreciated the information email I sent a week out from the event and then with the assistance of Lloyd Andersen's Jaguar knowledge, I sent out a parking grid to assist members to their assigned parking positions.

My thanks to Jim Reid and Tony Herald who were there bright and early on the day assisting me in the layout and the assisting members to line up their cars in the correct position.

With the past members and other Jaguar owners who did not pre-register for the day we ended up with a record 59 Jaguars displayed on the day. I also appreciated the 43 members who replied with an apology. Once I receive either a registration or an apology I highlight that email so I do not send any more communications inviting members to register for the event



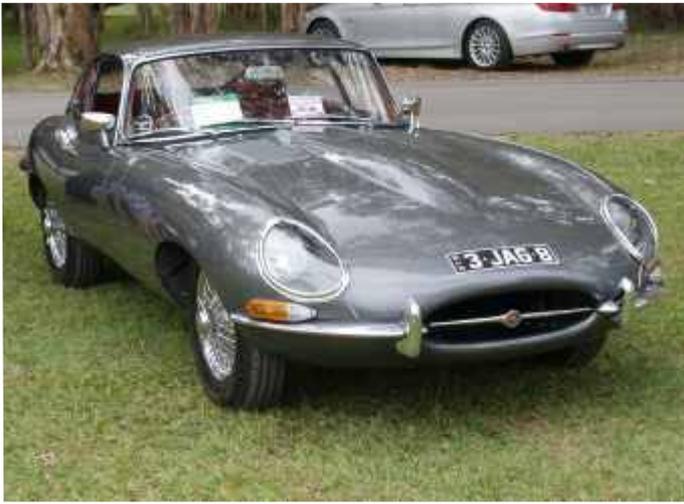
I have now requested the Triumph Club allot us extra display parking for 2019. Our display position which is set in stone due to its great location to toilets and food / drink should encourage even more members to participate next year. I have also recommended that they cut out one of the display fields so more cars are displayed closer together.

With a heavy heart on the day I quietly remembered members Col Lee and Ralph Martell who joined us at Mac's Bridge in 2017.

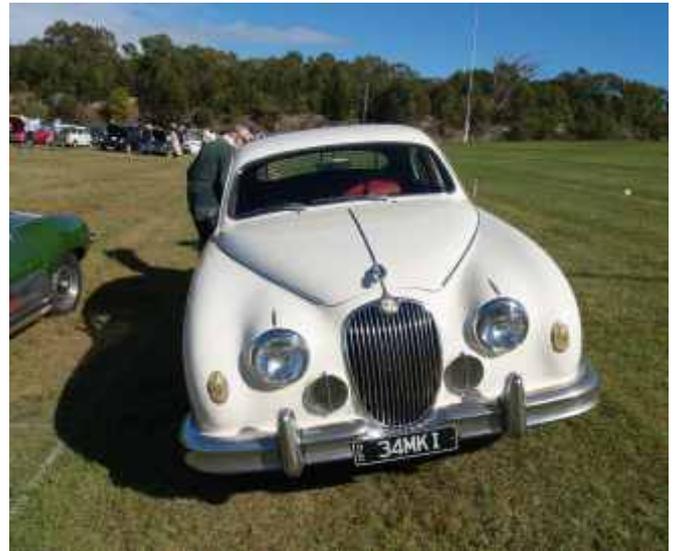
As always, I will give you plenty of notice on the date and as long as we are in the country at the time, I will again co-ordinate this event.

By the time you read this piece we will be in UK and Northern Europe. Before we left in early June, I sent out the email invitation to our next weekend event, Sunday 26th August – A Day in the Country at the country residence of Neil and Jenny Summerson who graciously welcome 200 cars to display. All





proceeds go to the co-host, the Fassifern Valley Rotary Club. This is a multi marque charity day with a \$20 donation by each car at the gate. New innovations happen each year. This year members will not only have the opportunity of our early morning drive, but also if they wish to drive directly to Peak Crossing, they will now be welcomed after 8am for breakfast bacon and egg burgers and lamingtons until sold out, washed down with coffee, tea or bottled drinks. Best of all, no general public are invited and we ask that you assist by never giving out the address.



2018 National Jaguar Rally

written by Wendy Gross photos Julio Machado

The organizing committee planned to make this a different type of event, while retaining old favourites, and they certainly succeeded. The rally, in two parts at different locations in the the State, was longer than usual, provided lots of choice of activities, focusing on enjoyment rather than competition, and tried to keep costs for participants down.

Mother Nature was not, however, kind at the commencement. The Sunshine Coast contingent had travelled to South Australia by a number of different routes but all had faced long days of driving in high 30s temperatures, culminating in dust storms for the last day. Thursday, Registration Day, appeared to be kinder as we arrived at Weintal Resort in Tanunda for a very efficient registration process. However, even before the Welcome BBQ that night, the rain had begun.

The first full day of activities might have been Friday 13th but, weatherwise, it was the luckiest day of the Tanunda half of the Rally. Scheduled for the day was a visit to the Late Carl Lindner's Collection of Classic Jaguars followed by lunch at Seppeltsfield Winery. Stu and I had chosen to spend the morning exploring Angaston, which we had missed on previous trips, but those who did take in Carl Lindner's reported that it was most impressive. Seppeltsfield was delightful and gave plenty of opportunity for some shopping ,too. The former Clydesdale Stable have been converted into the Jam Factory Artist and Design Studio and various artists-in-residence produce and display glassworks, pottery, paintings, textiles, leather and millinery to name but a few. Another repurposed building housed Vasse Virgin, producers of olive oil based skincare and the Pantry with plenty of interesting locally made foods. I'm sure Holly and I were not the only ones to be tempted at Vasse Virgin and we are both enjoying our purchases very much. That night there was Barefoot Bowls and a dinner which, I'm told were fun.

Saturday was the beginning of the weather gods real anger. Stu and I had not planned to do

the Hill Climb scheduled for the day, planning instead to take in the Meadery, a Lavender Farm and Farmers' Markets. We were however planning to join the scheduled Winery tour. After the Meadery, where we waited more than 15 minutes to get back to our car not 20 metres away due to torrential rain, we relaxed in our room and read. The rain was horizontal. Tony Brett did brave the Hill Climb but found the conditions became appalling.

Sadly Sunday dawned not a lot better and very cold. Display Day is always Stu's favourite event at any Nationals but this year he couldn't make it there. Sunshine Coast Chapter was well represented with Holly and Peter, Colin and Lynn, Merv and Tony Brett all braving the elements.

That evening, at the Presentation Dinner they were rewarded for their bravery; Peter and Holly took out Best Presented Car and Merv and Lyn were joint winners of the People's Choice Award.

There is a very interesting story about why Merv and Lyn still do not have their trophy or even a picture of them with it, (although JDCSA are taking care of it) but in the interests of not being sued, I'll leave Merv or Lyn to tell you all about it.



Monday morning we farewelled the Barossa and made our way to the Fleurieu Peninsula. There was an option to travel via Tailum Bend and for registered delegates to do a couple of laps at The Bend Motorsport Park before proceeding to McCracken's Resort in Victor Harbour. Wonderful news- the sun was shining and the weather was lovely. It remained like that for the remainder of the Rally. The organisers deserved this break because throughout they had put so much thought and effort into providing a great program.

A visit to Barry Hill's Bi-Planes on Hindmarsh Island made for an exciting morning and was almost a Display Day as well. While delegates were welcome to go their own way there, a convoy drive took a very scenic route with views over Victor Harbour, Port Elliot and Goolwa. Apart from seeing some great planes and some exciting flying there were most interesting talks about restoring and flying Tiger Moths from Barry and another of the pilots.

We took the opportunity afterwards to visit the Murray Mouth Reserve which was nearby.

After lunch at the Fleurieu Function Centre, Tony Brett took part in the Jagkhana at Goolwa Airport. Tony and Gen also attended the Dinner and Square Dance that night.

We decided to lunch at the historic Corio Hotel in Goolwa. Stu was made very happy when another diner came out to admire his car. "It is the nicest one I've ever seen", he said. Although this gentleman now has a Merc he has previously owned many Jags.

After lunch we returned to Victor Harbour and took the historic horsedrawn tram to Granite Island.

Wednesday was a quiet but most pleasant day with a convoy drive through the Hindmarsh Valley to Myponga Reserve and then to Normanville for lunch.

The return journey was just as scenic .

The final day was certainly the piece de resistance for many people. Cars were parked on display at Warland Reserve, with JDCSA members remaining there for the remainder of the ay as security.

Delegates took the short walk to the railway station to catch the Cockle Train. This train, too, was originally horsedrawn (the reason for it being wide gauge was to allow pairs of horses). Goods landed at Victor Harbour were transported by this railway to



Goolwa, the Murray River port, and produce and wool from the Darling and Murray systems were moved from Goolwa to Victor Harbour by this line. The railway track from Goolwa to Port Elliot was the first public railway in Australia and was laid in 1854. After 10 years the steel tracks were extended to Victor Harbor. In 1884 steam trains replaced horses.

The line rarely is out of sight of the sea so the trip is very scenic and there is the excitement, too, of a steam train ride. There was time to explore Goolwa and lunch before the return journey

The Farewell Dinner that night was held at the Hotel Crown, one of the pubs built to service the railway.

Those who still hadn't had their fill of classic cars or just weren't in a hurry to get home remained for the McLaren Vale Vintage and Classic Event the following weekend.

This certainly was a National Rally for everyone with such a variety of events arranged by a friendly and well organized team. It will be hard act to follow next year in Albury/Wodonga!

Wendy Gross



Jaguar Drivers' Club of Queensland
State Display Day & New Members Day at **All British Day**

Sunday 23rd September 2018 8.30 am - 2.00 pm Gates open at 7.30am.

St Josephs College Sports Ground Vivian Street, Tennyson, Brisbane.
Celebrating 70 Years of the Jaguar XK120 and Mark V plus 50 Years of the Jaguar XJ

25th November 2018
Brisbane Register
Christmas Lunch



JDCQ Darling Downs Register



*You've got to Know When to Hold Them,
Know When to Fold Them*

Annual Poker Run

10 June 2018

written and photos by Keiran Lillis

The Darling Downs Register held its annual Poker Run on the southern side of Toowoomba on Sunday 10th June. Twenty keen gamblers turned up to try to win the jackpot. Members met at McDonalds in ANZAC Avenue for a quick cup of coffee and then followed Barry and Kay on some interesting backroads through Westbrook and then out to Southbrook Park where we had our morning tea.

Shock horror, a leaf fell on Alan's car while we were at the park. He quickly rectified the situation but no before one of the members managed a quick photo.

Barry and Terry dealt the cards and it soon became apparent that they were not very good at the job because they gave me a very poor hand! However some members were a little luckier. Jeanine Dascombe took out third place with a pair of 10s and Helon Rolton came second with another pair of 10s and a Queen. But it was Ron Heppes who took out the big money with a pair of Queens and a pair of 8s!

We had lunch at the Club Hotel in Clifton and held our Annual Meeting after lunch, which resulted in all the committee members being re-elected unopposed. We welcomed visitors Richard and Pat Gill who came along on the run in a very nice original Daimler 250 V8 and will most likely join the club. They had a bit of bad luck on the way home when a fan belt came adrift resulting in some overheating. Various members pulled over to help but it soon became apparent that a call to RACQ would be in order given the time of day. I contacted them the next day and they reported that they did get home eventually and Richard had begun the task of installing a new fan belt.

Bruce Dascombe thanked Barry and Kay Challenor for organizing the Poker Run and we look forward to our next major event on the 12th August when we meet at Toowoomba's Mini Golf Centre (City Golf Club) for our annual sports event. So dust off those putters and start practising. It would be good to have some other registers join us on the day and try to beat our resident champion - Ron Formella.

Kieran Lillis

- Darling Downs Register Secretary



Wasn't it very fortuitous that my ole mate Bill decided to resubmit his article on the responsibilities of owning a Jaguar Mk2 at the same time as I was extolling the virtues of that magnificent motor car. I read the article closely and it seemed to support my assertion that the Mk2 is the perfect motor car for the person who recognises quality, appreciates engineering excellence, and has developed the skills in the art of driving a motor car and is prepared to nurture the mechanical marvel that is pride and joy. It is inconceivable to me that there could be a person who claimed to be a collector of motor cars and not have a Mk2 in his collection. Anybody who has established a business repairing and refurbishing classic prestige motor cars will always find one or two on his premises [usually belonging to someone else and in there for repair].

Was chatting to a friend of mine the other day and as usual I was blabbing on about the Jaguar Compact range, when he said with a touch of hurt in his voice "I guess I don't count, I only have an XJ6". I said that I think that the XJ6 range were very good cars and as they have now become Classics and are of Monocoque construction they really qualify for our register anyway.

Importantly they are not the other favourite motor car that I hinted at last issue - you will now have to wait for another issue to find the answer to that question.

With the XJ6 the Jaguar Company ventured into new territory and tried to broaden their market. Almost went into mass production, you could say but not into the tin can market they tried to keep some of the mystic of the cars they had built for genuine motorists [as distinct from car drivers] while making them suitable for business people etc to park at the Golf Club or Yacht Club or where ever people park their prestige car to show that they have "arrived".

Actually I have always thought that a great car to own would be a Series 2 Short Wheel Base model with a 5 speed manual gearbox, comfortable and supportive front seats [our S2 is the only car I have ever driven that gives me back ache after driving for a couple of hours], some good fresh air via pancake air cleaners into the engine, lowered about an inch and fitted with a set of 7 inch Minilights. And lastly remove the rear resonator,

muffler or what ever it is called. We almost bought on that had the rear thingo's removed when we were buying a S2 but after much soul searching we came to the conclusion that the blue one we bought was better value but the other blue one made such a beautiful noise that it would have been easy to overlook some of the faults.

While the above specified XJ6 S2 would never been up to a Mk 2 as a driver's car it would have made a very nice cruiser. Comfortable, with good looks [especially in SWB form], smooth ride, good performance and an electrics system designed to test any devoted user to total distraction. Fortunately we have learned to live with these little foible with our S2 so that when the high beam on the headlights doesn't work we just shrug our shoulders and say "no problem, it probably will next time !!". The little trick that sometimes gets our attention is flicking the high beam switch [lever] and have all the instruments return to zero. Suddenly having no oil pressure grabs your attention fairly smartly. And that is one of the reasons we love our motor cars.

Wandered out the this Historic Racing Car Club's Autumn Historics at Morgan Park a while back. The first people I bumped into were Graham Hein [Past President of the JDCQ] and Bronwin, followed shortly by John Tupicoff [Past President of the JDCQ] and Monica, then Peter Walsh [Past President of the JDCQ], not far away to have a chat with Mark Tett [Son of Peter Tett Past President of the JDCQ]. Seems to be a bit of a pattern developing here isn't it. A bit further down the line was the XJS of Perry & Helen Rolton. Somewhere hidden away was the Ford Mustang of Ian Mewett having decided to give his very quick Grey Mk2 a rest for this one. I eventually wandered back to our car and Valerie who had decided not to come into the pits with me because as she said I would be talking about cars to all these people that she didn't know. The racing - John's BMW sounded a bit flat under the bridge on Saturday but looked and sounded great down towards "One Tree" on Sunday. Graham's 420 always looks good and is driven inch perfect each lap. I'm sure if you stuck a penny in a certain place on the track Graham would clip it each lap. Peter and Mark's Mini Bricks looked like Minis and went indecently quick like minis seem to do. Perry had made some changes to tyres and things on the XJS all of which seemed to work well as the big red machine looked and sounded absolutely just right coming under the bridge. Ian picked up a win and a couple of places with the Mustang but one lap late in the main race, probably

when the tyres were a bit hot and not so grippy had a handful or two of attention grabbing action just as he pointed it under the bridge. Good stuff to watch.

I almost forgot the very noisy XJS Sports Sedan of Mark Trenoweth whom had, I think, a successful weekend even though the multi-turbo Nissan all wheel drive thing was a wee bit quicker out of the corners. Not bad though - two XJSs or should it be two XJSs having a run.

I read the other day in a previous issue of this magazine of the passing of Charles Maclean [that is how it was spelt in the magazine]. It was when we got involved with the happy band of magazine packers that used to meet at a members house one night a month to pack our magazines that we first met Charles. It was a great little bunch that used to work away at the packing, all regulars, all available when called that the magazine was ready. There was one couple who because of weekend work commitments could not attend many JDCQ events so this was their contribution. Anyway I'm starting to deviate from the real story, one night after everybody had gone and we had checked for the third time that our hosts house was securely locked [they were away and trusted us] we started to drive away and spotted someone standing on the footpath. Being very brave we decided to challenge this perceived lurker. Our footpath stander turned out to be none other than our Charles. He was at the time without a usable motorcar so rather than let us all down on packing night he was catching a taxi there and back. He lived out Tarragindi way and as the packing venue was at Coorparoo he was paying a nice size fare to help the Club with it's magazine packing. That is the actions of a real GOOD Club member. We were able to drop him home that night and organise a pick up and drop off for future occasions

On that note it is time to say bye and maybe see you at lunch or somewhere else.

JDCQ Classic Monocoque Register

Calendar for 2018

Meet at the venue at 11.30am for 12 Noon

Wednesday 11th July 2018

- Christmas-in-July
Sandy Creek Pub Allan, Warwick

Wednesday 8th August 2018

- Farmers Arms Hotel, Cabarlah

Wednesday 12th September 2018

- Yangan Hotel Yangan

Wednesday 10th October 2018

- Rudd's Pub, Nobby

Wednesday the 14th November 2018

- Christmas Party
Bestbrook Resort, Maryvale

Please remember to let me know if you are attending as it makes it so much easier to ensure that everybody receives a meal.. Some regulars have adopted a policy of "we will be at all events - unless we let you know" and that too is very acceptable.

I send a reminder E-Mail about a week before each event so if you would like to be added to the list please advise. The E-mail I send out is to BCC so no other recipient will be receiving your e-mail address therefore you do not have to worry about your details being broadcast by me.

See you at a JDCQ Monocoque Register Luncheon soon
Robin Todd

Phone 07-4664-8509

NOTICE CONCESSIONAL REGISTRATION

Members with cars on concessional registrations must be able to prove to police that the vehicle is on public roads for reasons within the approved limits of restricted use. At all times when the vehicle is driven on the road, members must carry Club membership card and current Club magazine, regional newsletter or other written evidence giving particulars of the event being attended. Failure to provide proof of legitimate use could result in the vehicle being regarded as unregistered and uninsured.

JDCQ President

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Sporting Meeting 2018

EVENT	LOCATION	DATE	TYPE
Super Sprint Series C Rnd3	Morgan Pk	30/1 July	Circuit
Qld Hill climb Series	Mt Cotton	30/1 July	Hill climb
GEAR	QR	5 July	Circuit
Stanthorpe Rnd 3	Morgan Park	7/8July	Circuit
Historic Qld	Morgan Park	14/15July	Circuit HRCC
Grafton Hill climb Rnd3	Mtn View	29July	Hill climb
Qld Khanacross	Proston Rally Track	4/5 August	Khanacross
Super Sprint Series A Rnd4	Morgan Pk	4/5Aug	Circuit
Qld Hill climb Series	Mt Cotton	4/5 Aug	Hill climb
GEAR	Lakeside Pk	9 Aug	Circuit
Grafton Hill climb Rnd4	Mtn View	19 Aug	Hill climb
Leyburn Historic	Leyburn	18/19 August	Street Sprint (Historic)
Reid Pk V8 track Sprints	Townsville	8-12 Sept	Sprint
Super Sprint Series B Rnd4	Morgan Pk	1/2September	Circuit
Pittsworth Sprints	Pittsworth	31-2 Sept	Sprint "Industrial estate"
Targa Great Barrier Reef	Cairns	31-2 September	Rally
CAMS State ChampionRnd3	Morgan Pk	8/9September	Circuit QRDA
Gold Coast Tweed Sporting	Hirstglen	9 September	Khanacross
GEAR	QR	12 Sept	Circuit
Super Sprint Series C Rnd4	Morgan Pk	22/23Sept	Circuit
Club Challenge Australia	Mt Cotton	29 September	Hill climb
Stanthorpe Rnd 4	Morgan Park	29/30Sept	Circuit
Grafton Hill climb Rnd5	Mtn View	30 September	Hill climb
GEAR	Lakeside Park	11 Oct	Circuit
Downs Motorsport Sprint	Morgan Pk	13/14 Oct	Circuit Sprints
Qld Khanacross	Proston Rally Track	3/4 November	Khanacross
GEAR	QR	8 Nov	Circuit
Noosa Hill Summer Challenge	Noosa	10/11 Nov	Hill climb NBCCC
CAMS State ChampionRnd4	Morgan Pk	17/18Nov	Circuit MGCCQ
Qld Hill climb Series	Mt Cotton	24/25 Nov	Hill climb
GEAR	Lakeside Park	6 Dec	Circuit

Please note dates can and do change, please check dates carefully closer to the event.

Crossword puzzle answers

ACROSS

- | | | |
|---------------------|------------------------------|-------------------|
| 2. Tata Motors | 12. Nineteen twenty two | 17. William Lyons |
| 4. June | 13. leaper | 18. John Egan |
| 9. Scattering Ashes | 14. Swallow side car company | 19. Steve McQueen |
| 11. Rubery Owns | 15. Nicko McBrain | |

DOWN

- | | | |
|--------------------------|---------------------|-----------------|
| 1. XJ | 6. Grace space pace | 10. Ron Gaudian |
| 3. Twin cam straight six | 7. Shadows | 16. Coventry |
| 5. E Type | 8. F Pace | 20. Emu |

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2006 Jaguar XK (X150)

Convertible 4.2L V8 (normally aspirated)

This is the "New XK" released for 2006, with all-aluminium body and updated styling and interior. Amazing performance and comfort, with paddle gear shift, navigation, Bluetooth phone, iPod connectivity, climate control A/C, memory seats just to list a few.

Everything works as it should. This 3-owner car is in near-showroom condition. Faultless paint, leather, carpets and walnut veneer. It has been driven regularly, but travelled only 42,500km. Perfect service history by Jaguar mechanics, and has been serviced every 12 months regardless of low mileage, with the last 4 years by Michael at the Jag Workshop in Sandgate. Registered until September, 2018. Will be supplied with a Qld RWC. This car has required very little work, but I have replaced the pedestrian sensors & module with the updated versions, fitted a NOS touchscreen, and fitted a Jaguar Audio Connectivity module. The sheepskin floor mats are custom-made and hide perfect Jaguar floor mats. Beautiful 'Jaguar Racing Green' with Camel leather and walnut dash. I am a 25-year JDCQ member, and bought the car from another Club member. It is fast, thrilling, gorgeous, and with 2 more cars arriving any day by ship, it is just one car too many! A truly striking car; this colour combination is rarely seen and unbelievably stylish. The combination of ultra-low mileage, documented service history, 3 careful owners and stunning condition make this car one of the best of its kind in Australia.

Price: \$62,500

Contact: Will Thompson

Mob: 0409 487 741

Location: Burpengary



1973 Aust Compliant XJ6 Series 1

4.2L Sedan 96,000 miles

This vehicle has had a very pampered life. Its first owner was a SEQld country doctor who drove it very little. Years later he traded it for an LTD. In fact the local Ford dealer principal kept the vehicle for himself, but hardly drove it. Upon selling the dealership, the owner sold the XJ6 to a local. I then purchased the car from that local about 10 years ago, then with only 93,000 miles 'on the clock'. Operating 2 Brisbane panel shops at the time, and managing a Touring Car race team, I stripped the car's exterior right back to bare metal, in order to confirm the vehicle's top condition. Discovered 3 very minor 'taps', but most importantly, no rust. I decided to repaint the vehicle in new Jag Polar White to enhance its appearance, whilst replacing most of the car's chrome body trim.

After also stripping out the car's interior, an XJ40 was purchased in order to use its front and rear seats for the series 1. My, arguably the country's best upholsterer, stripped the front and rear seats, added extra padding to the seat frames, transforming the STD seating into racing style bucket seats, covered in A1 quality fawn coloured Connolly leather (100% leather / NO vinyl) matched with light coffee coloured leather contrast piping. Front and rear seating headrests come in similarly made leather styling.

The vehicle's interior and exterior has been tastefully customized, but little used and enjoyed.

Highlights...

New specially made fawn coloured double vehicle carpeting / new ceiling head lining / new dash top / customized carpet - Connolly leather - chrome door trim / etc.

New dark window tinting / alloy mag wheels / headlight covers / etc. 2 new fuel tanks fitted with sensors / overhauled SU carburetor system / new alternator / new starter motor / fuel system flushed / plus a few replacement parts playing up through 'lack of use'. Heading overseas soon, and never really getting the time to enjoy driving my XJ6, I want someone to 'steal' it from me, someone who has the time to take her on long drives ion the country and can give her a good home.

Price: \$27,000

Contact: Peter Mensforth

Mob: 0409 740561 Tel: 07 3808 5721

Email: peterjmensforth@bigpond.com

Location: BRISBANE.

CLASSIFIED ADVERT



1998 Jaguar XJ8

This vehicle was loved by one of our Caloundra members, Terry Eather who has just passed away. It has an extensive history file covering the servicing of its 156,000 klm and I believe that Terry was the second owner.

The car is in very good condition paint wise and interior is nearly like new, plus the mechanical aspects are faultless. At every service anything that requires replacement or extra servicing was completed. The 3.2 V8 just purrs and the gear changes are seamless. When I first inspected under the bonnet I would have considered that the car was just prepared for a concourse showing.

The XJ can be inspected by appointment here in Caloundra which I can arrange but may need a day or two for Terry's brother to come up from Brisbane.

Price: \$12,000 ONO

Contact: Joe Day

Mob: 0419 717 590

Location: Caloundra



1979 Jaguar Series 2 XJ12

Rare XJ Jaguar Series 2v12, the only one registered in Australia according to the Jag Club of Australia, 85 restored, new front discs and pads, I have rebuild the rear end completely, new vinyl roof and roof lining, the back seat has been reupholstered all rust has been removed, new front floor pan on the passenger side new distributor new injectors new dissy cap and Leeds new plugs new hi torque starter motor still in the box, the on the car is still working but a bit noisy new rear exhaust, the list goes on have receipts for all the work done only done 117000ks any questions you can call me.

Price: \$25,000 ONO

Contact: Mark

Mob: 0478 715 090

Location: Gympie



1998 Jaguar XJ8 3.2 Litre

Low 156,000 Klms

All factory upgrades completed, including Cam Chain adjusters, Water Pump, Brake rotors & Pads Tyres 90% Body faultless, Trim perfect condition. Currently unregistered

2nd owner Colour: Maidaera

Price: \$9500 ONO

Contact: Terry Schuller Mob: 0427 397 363

Email: mars.terry@bigpond.com

Location: Yeppoon

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Jaguar 1999 "S" Type fully optioned V8 Sedan.

Mechanically in good condition, latest work carried out by Pauls Jaguar Nerang being a new Radiator and cooling system overhaul. Serviced and maintained during my ownership of it by heads of Ashmore. Parts replaced as required. Plastic Timing chain guides have been replaced with steel version for trouble free motoring.

Body in good condition, no dents, paintwork good, (small road chips on front cowling & some scuff marks on back cowling) a couple if Plastic rivets have broken joining the inner guard to the outer.

Interior good for age, (small section on side of drivers seat where the stitching has let go. And the dress rings around the door handles have cracked.

Is advertised on car sales for \$6,500.00 Available to a jaguar club member for \$6000.00 with rego and Roadworthy, or \$5,000.00 unregistered and as is. Registration is due in December.

Price: \$6000 / \$5000

Contact: Peter

Mob: 0411 483 229

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V12 fuel injector plugs and boots

12 connectors and plugs

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New old stock, never used.

Price: \$100 the lot.

Contact: Col Graham

Mob: 0437 151 122 can post...

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RHR brake disc caliper assembly for a Mk II

I am looking for a working RHR brake disc caliper assembly for a Mk II.

Contact: Rod

Mob: 0412 823 193

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SS, MkIV, MkV



XK120, XK140, XK150



C-type, D-type



MkVII, MkVIII, MkIX

Classic Monocoque

Bill McMonagle 3882 0903

Robin Todd 4664 8509 randvtodd@bigpond.com



Mk1, MkII, 240, 340, Daimler V8



S-type



420 Compact



Mk10, 420G, DS420

E type & F type

eandfregister@gmail.com

Tony Nelson 3395 1302

Clive Arnold Ph: 0403 054 846.



E-type



F Type

Classic XJ Alan Buller 0432 088 167 abuller5@hotmail.com



XJ6, XJ12, Series 1, 2, 3



XJ6C, XJ12C

Grand Tourer

Chris Marsh 3410 7770 0419 271 084

Sporting/Modified



XJS



XK8, XKR, X100, X150



Modern Luxury Saloons

Charlie Provis 3886 7074

0419 011 399

charlieprovis@gmail.com



XJ40



X300, X308, XJR



X350



XJ 351

Modern Compacts



S-type



X-type



XF



XE

Crossover Register



F-space



I-space



E-space

Membership Application Form

TAX INVOICE

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

ABN: 31 195 910 938

PO. Box 3513, South Brisbane, Queensland, 4101



TitleSurnameTitle..... Surname

First NameFirst Name

Preferred Name Preferred Name

(Badge Name) (Badge Name)

Postal Address

Home Tel: (0) Mobile

Work Tel:(0) E Mail:

Details of Jaguars Owned

<u>Model</u>	<u>Year</u>	<u>Engine size</u>	<u>VIN / Chassis No.</u>	<u>Colour</u>	<u>Rego No.</u>

For more Jaguar details, photo copy and use reverse side

Full Year Membership (1st July 2018 – 30th June 2019)

Option A \$95+ \$50 Joining Fee = \$145 (includes GST) - Option A includes Qld Jaguar Driver

Option B \$145 + \$50 Joining Fee = \$195 (includes GST) – Option B includes Qld Jaguar Driver + Jaguar Magazine

Half Year Membership (1st December 2018 – 30th June 2019)

Option A \$50 + \$50 Joining Fee = \$100 (includes GST)

Option B \$75 + \$50 Joining Fee = \$125 (includes GST)

Option Chosen: **please indicate your choice**

A	B	Total of Payment Made	\$ (inc GST)

<u>Office Use Only</u>	
Entered On Data Base	
Membership No:	
Welcome Letter	
Current Magazine	
Badges Ordered	
Badges Given /Sent	
Regional And Model Register Advised	

Signature**Date.....**

Membership covers a Member and all nominated Family Members.
Club Year Starts 1st July Annual fees are payable in advance and due 1st July.

Payment may be made by direct deposit or cheque

PLEASE PUT YOUR NAME AS REFERENCE.

JDCQ BSB: 484799 ACCOUNT NO: 02 456 7129

Membership Application Forms are also available on the website www.jagqld.org.au





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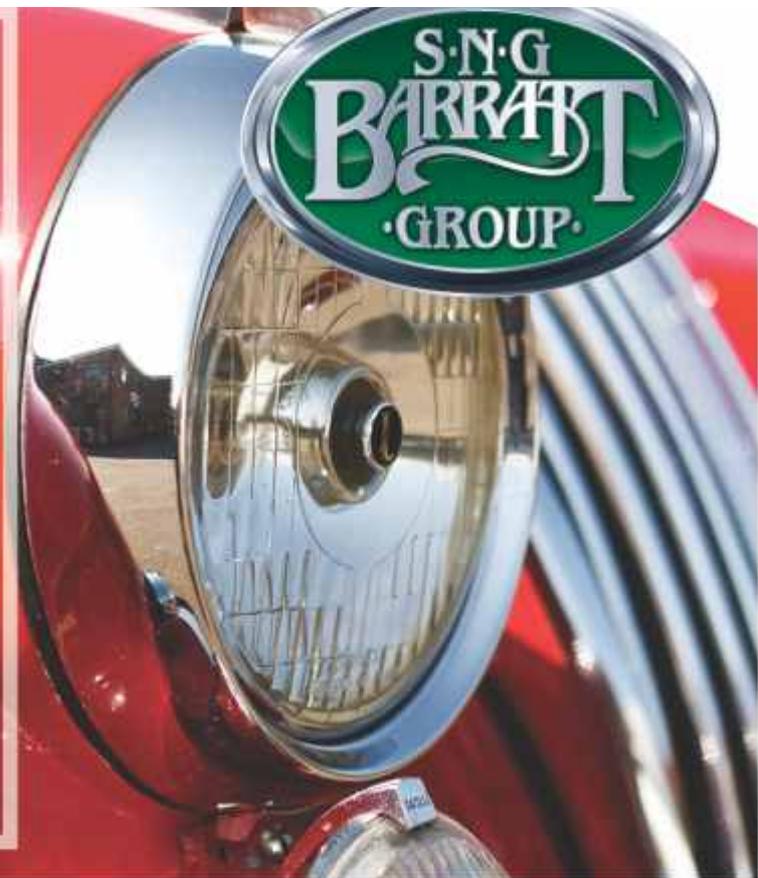
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*ONLY €0.04/MINUTE FROM GERMAN LANDLINES ONLY



*2018 Mac's Bridge, a beautiful MK11 Jaguar
Photo by Terry Whitehouse*