

Queensland

JAGUAR

Driver

July - August 2019



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Queensland Jaguar Driver July - August 2019

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



EDITORS MESSAGE

Hi Everyone,

It's that time again, life seems to fly by just now, not enough hours in the day. There have been some very nice get togethers since our last issue. Like minded friends meeting up to socialize and chat about

Jaguars, and whatever else takes their fancy. When you are flat out doing committee duties, it is easy to forget the importance of those friendly interactions, that is what the club is about, friends getting together and having fun. I occasionally find myself getting hurt by unpleasant comments made, here and there, but I remind myself, it isn't just about me, I'm not giving up hours of my time, doing two committee roles, for myself, I am doing it for the good of our club, as are other members who give up their time to take on committee positions. So, I pick myself up, remember the times when people have passed on positive feedback, and think of all that wonderful socializing that goes on, that, I, in some small way, help and encourage to happen, and then knuckle down and get on with what has to be done.

It has come to our notice that one or two members have not received their Renewal Notices, they were all sent out but there may have been a bit of a gliche in the system, so at the back of this issue there is a Renewal Form that can be used if you are one of those who didn't receive a notice. Don't forget, if you renew by 31st July you will receive a free club shirt, so do not forget to state your required size, all shirt, cap and hat information is on the back cover.

That's it for now, folks, enjoy your magazine, travel safe and be happy, your Editor, 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

Our Treasurer John Somerset
with his beloved 1975 V12 XJC
Photo by: Hannah Photography Brisbane

Next Jaguar Driver Magazine.

Deadlines for
Closing Date for Contributions 24th August 2019
Classifieds Deadline 22th August 2019

Life Members

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

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Queensland Jaguar Drivers Club Forthcoming Events

July 2019 Calendar

Wednesday 3rd	Gold Coast Register	9am Breakfast	Edgewater Restaurant
	Shop 3 Capri on Via Roma, Isle of Capri	contact Irene or Tom 0475001197	
Thursday 4th	Chassis Based Register	monthly lunch 12 noon	Karalee Tavern
		contact Lloyd Andersen 32948960	
Tuesday 9th	Brisbane Register	monthly meeting	Yeronga Services Club
		391 Fairfield Road, Yeronga	Joy Cooper
Wednesday 10th	Monocoque Register	Christmas in July	Sandy Creek Pub
		Allan Warwick	contact Robin Todd 46648509
Sunday 14th	Gold Coast Register	Christmas in July	Teavine House
		268 Tallebudgera Creek Road	by Gwen and Ray Howlett
Sunday 14th	Sunshine Coast Register	Bastille Day	Social event at Le Coq Bressun
		Mapleton Road Flaxton	see flyer this issue
Saturday 20th	Darling Downs Register	Christmas in July	Jude & Ron's place
		limited seats so must book	contact Jude on 0488095254
Sunday 21st	Wide Bay Burnett Register	Historical Outing to Maryborough	
			details TBA
Fri/Sat/Sun 26th/27/28th	Brisbane Register		Opera @ Jimbour
Tuesday 30th	Darling Downs Register		Alan & Marie's Coffee Run
	10am The Cafe, Abbey Lane, Shop 5 10522 New England Highway, Highfields	contact Alan on 0432088167	

August 2019 Calendar

Fri/Sat/Sun 2-4th	Sunshine Coast Register	30th Anniversary Weekend away in Kingaroy	
	Celebrating 30 years since the Sunshine Coast Register was started.	Marg Day	marg-day@outlook.com
Sunday 4th	Brisbane Register	Jags & Jazz	St. John Fisher College Bracken Ridge
Wednesday 7th	Gold Coast Register	Ladies Appreciation Morning Tea	
Sunday 11th	Darling Downs Register	Annual Sports Event	Ten Pin Bowling Toowoomba
		lunch venue TBA	organised by Keiran Lillis
Thursday 15th	Monocoque Register	Lunch	Royal Hotel Leyburn
			contact Robin 46648509
Sunday 18th	Wide Bay Burnett Register	AGM	
	Morning Tea at Backpackers Museum Garden at Childers and lunch at the Isis Club		
Wednesday 21st	Sunshine Coast Register	Kenilworth & Imbil run (including AGM)	
Sunday 25th	E & F Type Register	Peak Crossing Charity Car Event	
Tuesday 27th	Darling Downs Register	Alan & Marie's Coffee Run	
	The Danish Flower Cafe 10347 New England Highway, Highfields	10am	contact Alan 0432088167
Saturday 31st	Modern Compact Register	Lunch	Bottletree Pub
		Glamorganvale 12 midday	contact Terry on 0409072500
Fri/Sat/Sun 31st Aug - 2nd Sept	Gold Coast Register	Chairmans Weekend Away	Stanthorpe (Sold Out)

September 2019 Calendar

Wednesday 5th	Gold Coast Register	Morning Tea Run details	TBA
Wednesday 11th	Monocoque Register	Lunch	Rudd's Pub Nobby
			contact Robin 46648509
Sunday 15th	Sunshine Coast Register	TBA	
Sunday 15th	Wide Bay Burnett Register	National Veteran Vehicle Rally in Bundaberg	
Sunday 22nd	ALL British Day & JDCQ Display Day	Tenyson	
Tuesday 24th	Darling Downs Register	Alan & Marie's Coffee Run	
	Inferno Cafe 839 Ruthven Street Toowoomba	10am	contact Alan 0432088167
Fri/Sat/Sun 27th-29th	Brisbane Register	3 day Drive Tweed Valley and Murwillumbah	see flyer this issue

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



Greetings to all our members once again.

I hope you are all keeping well and warm, speaking of warm, now might be the time to take the Etype for a spin, you will not be cold in it.

This year has been a very hard year for your committee with most members holding down more than one position, I hope we can receive more help after the AGM. I am very proud of all the work that the committee has put in to keep your club moving.

The next JDCQ sponsored event will be the ALL BRITISH DAY on the 22nd September and Terry Whitehouse has offered to manage this event, the more help the better the outcome, please contact Terry and offer some of your time to make it another great event.

Last year the event was managed by Ray Hodges and Jim Bowden and what a great day they managed to put on, all JDCQ members should be proud of their achievement.

This year is going so fast, we are now at membership renewal time and as you would have seen your committee is offering one new club Tshirt with renewal, we also have caps for sale.

I know it is early BUT we will be hosting the 2022 National Rally and the earlier we start planning the better and easier it will be on the planning of this event, I am looking for some volunteers who would be prepared to roll up their sleeves and become involved, if you are interested please phone me and discuss your ideas.

Have a safe and happy winter

Regards

Maureen & Jim

Jaguar Drivers' Club of Queensland

Minutes of General Meeting



held on 22nd May 2019
at Yeronga Services Club.



Meeting was attended by 30 members as per the attendance sheet and there were 23 proxies with the Secretary. Apologies were received from 15 members as per the registration sheet.

The meeting was opened by President Jim Reid at 19.30 and he thanked the Brisbane Regional Register for co-operating with the date and venue to match their monthly meeting.

President Jim addressed the meeting regarding the 3 motions to be considered, all related to reviewing the membership fees. Jim spoke of some unforeseen expenses and some club improvements.

There were questions requesting clarification from a number of members, who also voiced their own opinions on the motions presented.

Treasurer John, President Jim and Secretary Perry explained many of the reasons for the review of the membership fees and how the Club has to be careful and handle a delicate balance. On the one hand there are substantial reserves and a little of this could be used for the benefit of the members, after all it is they who contributed to the creation of these reserves. But, these reserves have been carefully and wisely accumulated by many previous committees and are an advantage to the club. We need a reserve to ensure the club can manage a financial shock if one was to occur and also to ensure the on-going sustainability of the club.

On the other hand, the committee must be seen to operate in a responsible and sustainable manner. There could be considerable difficulties for the committee members if the club should fail or be questioned and it was shown that the committee deliberately traded in a loss making manner.

Jim and John further explained that the committee has resolved to invest some of the reserves into promoting a positive and unified club brand and culture. Investment in club shirts and supporting the ladies' morning teas is part of that strategy. The committee has also resolved to improve the quality of resources, specifically printing the club magazine in full colour. The last full colour edition has been welcomed by members.

A member asked about details of the unforeseen costs that the Club had received. John and Jim explained that there had been cost increases not foreseen a year ago such as the need to change the accounting procedures, the web-site changes to improve the points score system, create impromptu events and to facilitate more electronic payment activities including the regalia sales. The editor's computer has been replaced, the old club one was so ancient that she was using her own. All these things were not foreseen nor budgeted for last year.

Another member asked if the shirts and ladies' morning teas were planned to be annual or once only.

Secretary Perry explained that the shirts are one way in which we can give something back to the members. The ladies morning teas are another. They are not a commitment to do this every year but they are an opportunity to give something back just this once for now, something that is not a commitment for the future and so does not reflect on future trading responsibilities.

President Jim spoke also of the need to start planning the 2022 Queensland based Jaguar National Rally during the next year and there would be considerable financial commitment, using some of the reserves, before there was any return. Two members wanted the National Rally to be established without making any use of the reserves.

A member then spoke in support of the committee's efforts to combine the Club's needs with the wishes of the members and she received a round of applause from those gathered.

A member requested details of the increase in the fees for receiving Les Hughes Jaguar Magazine. Treasurer John explained that the distribution costs for that magazine had increased and the review within the JDCQ fees was based on an equitable recovery of costs. The overall aim remained as before, to ensure sufficient to recover the costs associated with subscribing to the National Magazine with no residual cost to members who elected not to receive that magazine.

A member asked about the financial forecast for this year and whether the club would break-even. Treasurer John spoke of a budgeted cash deficit of about \$ 3,000 this year and a budget that shows about \$ 900 surplus for 2020 provided that the motions before the meeting today are all approved. This excludes the unknown effect of individual registers because they operate their own budgets.

A member suggested that the level of reserves was rather high for a not-for-profit association. Secretary Perry explained the meaning of the not-for-profit term as it relates to the members being involved in a corinthian activity as compared to a business where personal gain would be the aim. Treasurer John spoke of the importance of maintaining a reserve sufficient to withstand a financial shock.

Editor June spoke of the proposed annual \$ 10.00 increase in fees as being less than had already been spent in one night by any of those members who had enjoyed a meal at the venue before the meeting.

A member spoke about the last Queensland National Rally and how a profit had been made and a future National Rally should make a profit also, so why was there a need for any reserves.

President Jim explained again that during the next year and 2021 there would be considerable financial commitment for the 2022 National Rally, using some of the reserves, before there was any return. The same two members again wanted the National Rally to be entirely self supporting from the outset and to be established without making any use of the reserves.

Ray Hodges commented that Jaguar (JLRA) is no longer supporting our National Rallies. The funding loss would need to be picked up by sponsors to the event if we were to break-even.

President Jim then presented the three Motions to the meeting for a vote:

Motion 1

That the annual membership become \$ 105.00

Votes in favour 41 against 8 Motion carried

Motion 2

That the post December partial year fee become \$ 55.00

Votes in favour 42 against 7 Motion carried

Motion 3

That the subscription to the Jaguar Magazine become \$ 55.00

Votes in favour 40 against 6 Motion carried

President Jim Reid closed the meeting at 20.08

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Sunday 14th July

for Lunch at noon

Le Coq Bressun, Mapleton Rd, Flaxton

Be a little French for the day! There will be prizes for channelling your inner français/e.

Enjoy real French food! (Most of you know how delicious the food is here)

\$35 per person for 3 courses- mixed entrées, choice of 3 mains and 3 desserts.

No BYO

RSVP is **essential** to Wendy Gross:

goodwillpark@hotmail.com or 0498203257 by 10th

July. If you do not get a reply from your email/text to me, I won't have received it. Please call me to confirm your booking, in this case.

CHICAGO

Tickets have been arranged by Jeanette Lind for this wonderful musical at the Lyric Theatre 5th November 2019 - \$90 pp. (a reduction of \$20) (note—melb cup day)

20 tickets have been booked so claim your seat now.



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Sunday 25th August 2019

PEAK CROSSING A DAY IN THE COUNTRY

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 of Queensland** members to join us at a Charity Day on Sunday 25th August 2019 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 legendary), and a bbq lunch at reasonable prices. 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 **Weds 31st July 2019** to:

Contact: **Allan Hilless**

Email: **eandftyperegister@gmail.com**

In your acceptance please advise the vehicle you will attend in, year of manufacture, colour and names of 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 and date of the event.



My 1975 XJC Affair

written and photos
by John Somerset



Do you remember the time when you were seduced by and fell in love with the Jaguar motor car? I do. I was in high school and my friend's mother used to glide in each afternoon with a beautiful dark brown Series 1 XJ6. Rather than trading the car for a newer model they elected to refurbish it including new paint and a set of gleaming chrome wire wheels. That is the instant I fell in love with the Jaguar motor car.

It would be many years, post career establishment and child raising, until I could pursue my passion. I started with a 2003 XKR that I bought sight unseen from Melbourne. I remember stepping off the plane in Melbourne with cheque in hand, taking possession in the airport carpark and, together with my wife, immediately setting off for the trip back to Brisbane. Although I enjoyed the XKR, a niggling passion for something with a bit more chrome was in the back of my mind. I still had a very clear vision of my friend's mother's XJ6 and I knew of a unique two door variation being the Series II XJC Coupe. What I didn't know was it is one of the rarest production cars produced by Jaguar with fewer than 10,500 built between 1975 and 1978 and the only pillarless Jaguar. Only 241 coupes were imported into Australia, 97 being 5.3 V12 models.

If I was to be custodian for one of these, I wanted it to be like a new car. I love driving, admiring and caring for my cars, so I find it difficult to be in one that is not just right. I thought it would be great if I could find one that needed significant restoration so that I could pull it apart and rebuild it to as-new condition. One day, while having my XKR serviced I noticed one in the workshop and it was for sale. It was a 1975 Brisbane delivered 5.3 V12 XJC, and the heritage certificate has it listed as not having a vinyl roof which is rare. Although driveable, it needed significant TLC. Perfect, as I wanted to strip and rebuild it anyhow.

I had some limited restoration experience having recently owned a 1975 Triumph Stag. The work I did on the Triumph was not to the standard that I wanted for the XJC.

I knew it would cost serious money to do a complete restoration, so it is important to select a car that will be of value, and hold its value, post restoration. I must admit though, I often had comments from the people working on the restoration that what is easy to do on a classic Holden, takes three times longer on a Jaguar. They are built in a complicated sequence so typically significantly more time is required to carry out tasks on a Jag. I am sure Jag owning readers already know this!

A client with a history of Jaguar ownership once said to me, "Jaguars are like children, you love them heaps, they are expensive to keep, but well worth the pleasure".

I bought the XJC and drove it for a year while doing my restoration investigations. When I thought I knew what I was

doing, first mistake, I embarked on the restoration journey. My first words of advice to those thinking of a full restoration, you have a lot to learn and you can only do it on the job. I had a budget and a time frame. Well now for my second piece of advice, triple both these... and I am not kidding. Don't start unless you can afford to keep going through to completion. In my travels I have come across many restorers that are five to ten years into their restoration. Sadly, after that period of time there is a high risk of running out of energy and money. It is very hard to recover even a fraction of your investment if all you have is a trailer or two of car pieces. I knew I needed to keep going through to completion.

Rather than doing the work myself, I decided to employ professionals to carry out the restoration, that is the perfectionist in me. I knew I didn't have the time, facilities, tools or skills to do the work to the standard the car deserved. The first decision was should I take it to one person to manage the whole restoration, or sub-contract it to various professionals? The advice was to leave it to one person to manage the job. I selected a restorer on the Sunshine Coast, where I was living at the time, who was able to do most of the work, but I ended up sub-contracting much of it out anyhow. I had a body shop that did most of the stripping, panel and paint and re-assembling. I sent the motor to a specialist to be rebuilt, the gearbox to another specialist and the interior was with another specialist.

I still remember the first week I drove the car from home into the workshop for the mechanical rebuild. I came back during the week to find the car stripped of its motor and gearbox. I shipped the car to the panel shop, and again came back in a few days to find the car stripped of all the interior and most of its panels. I must admit, having driven the car into the first shop less than a week earlier to then see a barely recognisable shell of a car less than a week later caused my heart to skip a beat and I thought, what have I done!

Restoring a car is a very hands-on, labour intensive job and it is surprisingly difficult to find people to do that work. Most modern panel shops are geared for new cars where they just replace damaged panels, not actually restore existing ones. I walked into my restorer's panel shop one day where a very experienced panel beater was on a stool with casters rolling his way around the car carefully shaping and adjusting to get



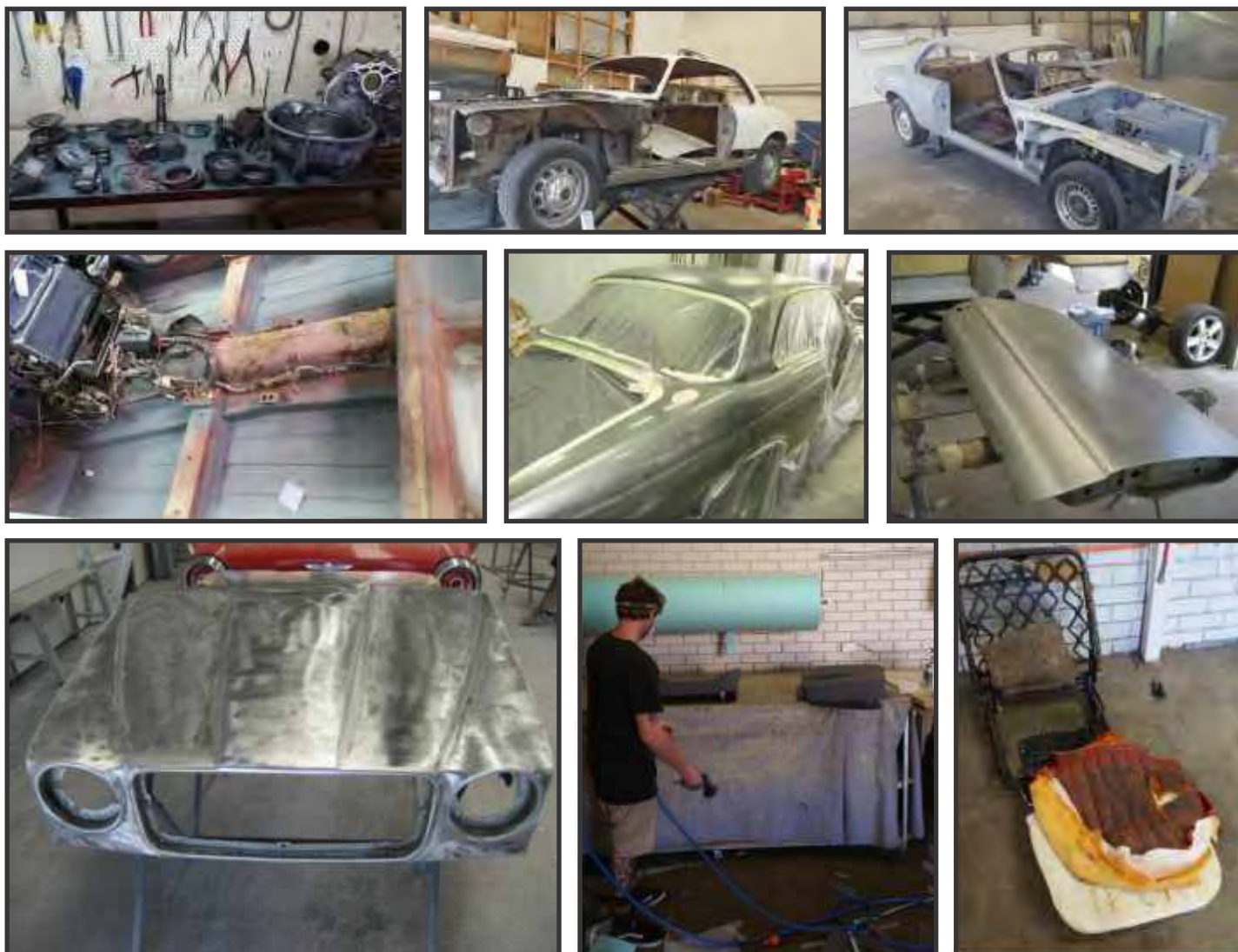


everything just right. I really appreciate the preservation of that skill and dedication to quality.

It was surprisingly easy to find new panels or pieces which allowed rusted metal to be cut out and replacement pieces welded in. In my case this included new wheel arches and floors. Where pieces could not be sourced, replacements were built on site. My third piece of advice is to buy some donor cars. It was over a year into the restoration before I realised the advantages of this. I ended up with two complete Series II V12 4 door sedans which are identical to the XJC other than the extra two doors plus another Series II XJ6 shell which had been previously stripped of all mechanical and running gear. I continue to use many parts from the shell, and I used some parts from one of the complete cars. It was a great security to have ready access to parts if they proved difficult to source elsewhere, but also, I shipped one of the cars to the body shop to use as a template during the re-assembly of the XJC. I still have the spare shell and a complete V12 sedan, but I sold the other car to a fellow Queensland Jaguar Drivers Club member who I know appreciates the car.

I helped to source many of the parts and I was able to do fiddly bits like the chrome refurbishments and for example disassembling the chrome hub caps and painting the black centre piece and cleaning the gold Jaguars in the middle. These things take an extraordinary amount of time which helped me appreciate the bills as they came in for the restoration. On average I was paying between \$90 and \$120 per hour for the restoration work, so the fiddly things that I was capable of proved a good saving. But I certainly appreciate the time required in total which runs into many hundreds of hours. Really, it's the hours that add up as much as the parts. So, if you are considering doing much of the work yourself, that will save significant sums, but be careful of the never-ending restoration!

I estimate at least 25 people worked on the XJC at some point including disassembling, cutting and welding, motor, gearbox, paint, air conditioning, radiator and cooling, auto electrician, tyres, chrome work, tow truck, interior and trimming, woodwork, general mechanical, re-assembling and finishing.



Because I ended up having parts of the car in different places, delays by one party accumulated along the production line between different shops. So, in the end it took three years to complete the restoration. It's quite a stressful time when you get towards the end of the restoration at



which point you have paid out significant money but can't see a re-assembled car. But I kept at it like a "dog with a bone" until suddenly, I had a complete car. Well it looked complete, but I knew it would take at least another 6 months to fine tune the finishing touches and get the beautiful V12 running as it should. The finishing should not be under-estimated both in time and cost – probably 15% of the restoration costs were invested into finishing.

Where possible I recommend you use people who know Jaguars. You may pay a higher rate for that speciality, but they know "where to hit" if you know what I mean. On several occasions as I moved the car between specialists, I had to have work re-done where usually a non-specialist had been involved. I had the re-work done by the specialist and kept moving forward with the restoration. The time delays caused some problems because people doing initial work were sometimes no longer available for the re-assembling. That was disappointing and costly but again I opted to just keep moving forward. So, another tip, wherever possible, if someone disassembles to rebuild, try to make sure they are available for the re-assembling. Another piece of advice is to seek out specialists who are passionate about what they do. I found that the passionate trade professionals will do the job right, to a high standard and are keen to ensure you are happy with the work done. They are craftsmen who I greatly enjoy working with.

I absolutely love the finished product and the car is a joy to drive. In the end it probably cost the same as buying a new Jaguar off the showroom floor, but it is unique and beautiful and will most likely hold or increase in value, unlike the new car off the showroom floor. It was a wonderful journey and a great distraction from my day to day work. I am thoroughly enjoying the Jaguar Drivers Club of Queensland including my extra involvement as club treasurer. The club is about bringing together people with a common interest in the Jaguar motor car and provides a valuable community with which to share our mutual passion. I hope my article contributes to that purpose. Pleasurable and safe motoring to you all.



JDCQ Brisbane Register

Thank you to the JDCQ for the Brisbane Register Ladies Morning Tea - YUM!

I was not impressed when my husband suggested that the Museum was an appropriate place for the ladies to meet !!!! Typical of my husband's humour – at least he thinks he is funny hmm!

10 lovely ladies from the Brisbane Register met at the Muse Café at the Queensland Museum and Science Centre at South Brisbane on Wednesday morning 18th June - the reason being that the JDCQ committee saw fit to treat the ladies of the register to a pleasant and delicious morning tea. We enjoyed delicious and super fresh scones and muffins and of course the chatting continued on for a couple of hours. It was hard to pull ourselves away but then some wandered across the bridge for a little retail therapy. A very pleasant morning indeed.

Thank you to the committee of the JDCQ and also to Lucy for organizing the venue.

Ruth



Alan and Marie's Morning Coffee Runs

photos by June Whitehouse



Alan and Marie's April coffee run found us at the Wellcamp Airport Toowoomba, we all filed through the search station, although there were a couple of us who required further indepth searching, and one or two who had items confiscated, and had to pick them up later, the airport wont forget us in a hurry. It was all good fun and added to the days entertainment. When we, at last, arrived at the café, we were treated to a morning tea of beautiful scones, jam and cream. The lunch menu was very good, the soup of the day 'was most enjoyable. We had many turn up and had to keep extending the table, this is the reason it is a good idea to let Alan know you are coming, so that

everyone is catered for, regarding seating. It was a great day, enjoyed by all. The May coffee morning was held at The Barn in Flagstone Creek. We had a good turn out, with extra seats needed to be added to the table. Once again, Sarah, did us proud with her delicious scones with jams and cream. The lunches, as usual, were tummy filling yummy and enjoyed by all. The most important part of the day, of course, with all events, is the comradery, the chaps having endless discussions about their Jaguars and the ladies chatting about this, that and everything, where else would you pick up tidbits of information or bits of news you may have missed. Alan and Marie are going on a trip to North Queensland, so we all wish them a safe and happy journey.

The coming up morning teas are:

July 30th The Café, Abby Lane, Highfields

August 27th The Danish Flower Café, Highfields

September 24th Inferno Café Toowoomba

Full details on page 2 events page.

Please call Alan on 0432088167

to let him know if you are going to attend.



JDCQ Darling Downs Register



Annual Poker Run

written by June Whitehouse
photos by Terry Whitehouse

On June 8th a group of Darling Downs members, plus one Sunshine Coast couple, Lyn & Merv, met up at Picnic Point Car Park Toowoomba, for the start of our annual Poker Run. We were also joined by Steve Pack, who drove from the Gold Coast, in one of his Mk 7 Jags, to join us for the day. Steve is looking to join the JDCQ. After a good mingle and chatter I took the pack of cards around for everyone to draw their first card, the result of their draw recorded for future reference. On that first draw Lyn and Merv both drew the Ace spades. At just after 9am we set off, eight Jags plus a Holden, to follow the back roads down to Grantham, to have morning tea at The Floating Café, stopping off halfway to draw our second card. At the café we met up with Darling Downs members, Marilyn & Michael and Sunshine Coast members Wendy & Stuart. Another card draw here, with catch up card draws for Marilyn, Michael, Wendy & Stu. After a pleasant morning tea and natter we set off on country roads via Atkinson Dam and Lowood, to our lunch destination, The



Bottletree Pub at Glamorganvale. The new management were very accommodating and had balloons out and a section of the car park roped off for our Jags. We met up here with Brisbane register members Lloyd & Lorraine, and final cards were drawn before we all enjoyed a very delicious and filling lunch. As this was Darling Downs AGM, our meeting followed lunch. All committee positions remained the same apart from Terry Whitehouse being nominated, and accepting the position of Chairman. Terry's first duty as Chairman was to thank the outgoing chairman, Bruce Dascombe, for his many years of service. The Poker hands were scrutinized by Bruce and Keiran and the winners announced, they were, 1st Wendy Gross, \$60, 2nd Merv Jackson, \$30 and 3rd Alan Hammond, \$20. It was a terrific day, we were so impressed with the Bottletree Pub that Terry decided to have it as his venue for his Modern Compact lunches



Club grill badges are coming.

The badge measures
88mm (H) x 82mm (W),
(same size as the club
window sticker)
and will be available
gold plated with green/black
or maroon/black epoxy finish.

Price will be
\$33 each
plus postage if required.

Membership Officer
will be taking
orders soon!

photo Gary Clarke



JDCQ Gold Coast Register

photos for Mothers Day by David Willmot

Mother's Day Lunch at Cedar Lakes Bistro

Gary & Jane



Ken & Lorraine



Ray, Gwen & Vicky



Richard & Caroline



Ron & May



Roy & Lloy



Tom & Irene



Warren & Helen



Patron Ron Gaudion's 90th Birthday Party



written & photos
by Robin Kup-Ferroth

Our Patron Ron Gaudion turned 90 on the 3rd May, and to celebrate the event his family organised a party for him and his friends at the Glades Golf Course, Robina. The guests were requested to arrive early and congregate in the forum leading to the function room to welcome Ron and May when they arrived. Heralded by the strains of bagpipes Ron and May were led through the welcoming congregation by a Scottish Piper in full regalia, a salute to Ron's long association with the Scottish Ecurie Ecosse Jaguar D Type racing team. After much back slapping and renewing of old friendships the guests were requested to take their seats for the festivities. Ron and May then joined us, followed by the Piper again playing a lively Scottish tune who escorted a beautiful birthday cake brought in by the staff made in Ecurie Ecosse colours and surmounted by a D Type Jaguar. This caused a sensation and there was much celebration over the touching tribute. After this everybody settled down to partake of the main course and enjoy conversations over dinner. Tributes to Ron were then made by a number of speakers over his long association with Jaguar and to the Jaguar Drivers Club of Queensland in particular. Messages were also received from friends in the UK who were not able to attend in person. The luncheon then continued with guests spending time with Ron during the afternoon congratulating him on his achievements remembering old times. Ron, being a modest man was visibly overcome by the occasion and friendship and respect given him by over 80 family and friends who celebrated his birthday with him. It was a great afternoon.





JAG WAGS CORNER

Our Jag Wags this time is our Ladies Morning Tea, which was very kindly sponsored by the JDCQ, as a thank you to the ladies of the club for the support we give our menfolk. I thought it would be a nice little prank to get "he who wants a bigger shed", to dress up as a lady and try and get in to claim the free morning tea. Well, I may as well have asked him to pour acid over himself, what a fuss. Long story short, with helpful persuasion from our club president I managed to get him dressed up, although you can see from the photo that he kept his own clothes underneath, however he flatly refused to be seen in public like it is, so I had to settle for a photo, and just tell you what was supposed to have happened. I suppose I should be grateful, many men wouldn't even have gone this far. Thank you Darling I do appreciate your efforts. I showed the photo to a four year girl I look after and she put her hands over her mouth and giggled, saying "Oh, my goodness", as they say, out of the mouths of babes. Regardless of all this, eight Darling Downs Register ladies met up at the Engine Room Café in Toowoomba on the 15th June and had a wonderful morning tea and chat. Thank you, JDCQ it was much appreciated and thank you to those ladies for attending.



3 Day drive to the scenic and beautiful Tweed Valley and Murwillumbah

Get in early to reserve your spot. 12 rooms booked total cost approx. \$270 per person (pay when advised)



27th, 28th, 29th September 2019

Inclusions in the price

- 2 nights accommodation at the Tweed River Motel including a basic continental breakfast (3 star). Park at your door but not undercover but Sept should be ok.
- Scenic Cruise on the Tweed River (with pre-dinner drinks)
- Dinner at the renowned "House of Gabriel" Tumbulgun (beautiful riverside village)
- Light Lunch at the Red Rattler, Dungay (old train Carriage)
- Lunch at "Flutterbies" at Tyalgum.
- Visit the Hinze Dam
- Morning tea /coffee at Hinze Dam
- Morning Tea/coffee at Uki
- Morning Tea/Coffee at Mavis's Kitchen, Mount Warning Road.
- Natural Bridge rainforest walk (30mins—optional)

Extra Expenses

- Buy your own lunch at Dutch & Co at Nimbin—Get in touch with your alternate side and buy your pipe while you browse the hippie shops. Don't breathe too much mountain air.
- Buy your own dinner at the Riverview Hotel (renovated) on the banks of the Tweed River—shuttle provided.



Payment by direct deposit:
The Jaguar Drivers Club of QLD Inc
(include surname & Tweed) as a reference) BSB 484 799 Acc No
506117953 or cheques made Payable
to "Jaguar Drivers Club QLD Inc" &
write "Tweed Valley" on the reverse
then post to : Brisbane Register
JDCQ, c/- 3621/30 Hollins Cres New

To reserve your spot—Email now: phil.ruthb@gmail.com or phone Phil 0412187130

Vale: Norman Dewis



Norman Dewis, who was a key part of Jaguar's Le Mans 24 Hours success in the '50s, has died aged 98

As Jaguar's chief test driver, Dewis helped with the development of the C-type and D-type machines that won the 24 Hours five times between 1951 and '57. Arguably Jaguar's finest achievement during the period was its 1-2-3-4-6 result at Le Mans with D-types in 1957. Due to his value to Jaguar, Dewis's racing activities were limited, but he co-drove a C-type with Stirling Moss in the 1952 Mille Miglia and started the 1955 Le Mans, driving a D-type (pictured below) with Don Beauman.



A confident character, Dewis defended Mike Hawthorn following the Jaguar ace's involvement in the accident that claimed more than 80 lives in the 1955 24 Hours. He was also at the wheel of the special XK120 that hit 172mph, then a record for production cars, at Jabbeke in Belgium.

Dewis, who was a member of the British Racing Drivers' Club, later drove the XJ13 sportscar that never raced - surviving a high-speed crash after a tyre failure - and was involved in Jaguar's road car projects from the '50s into the '80s, including the E-type. In later years he remained a Jaguar ambassador.



From E to F

Personal account written by Laurie Pappin

Photography by Graham Hesse (lifelong friend) and by Courtesy All British Day Web Site



When I graduated from Engineering in the 1970's and secured my first job as a Civil Engineer I rewarded myself with a 1963 Carmen Red 3.8 E Type Jaguar Roadster. **"The best presents are the ones you give to yourself";** and I considered I had done the hard yards and I could justifiably follow this maxim. There was much controversy at the time amongst family and friends about my decision, as the E Type was a high performance roadster, and I would have to maintain the car myself because of the prohibitive cost of dealership servicing.

Pamela (who was soon to become my wife) bought me the factory E Type Jaguar Service Manual for Christmas which was greatly appreciated.

My attraction to the E Type was that it was the culmination in technological and aerodynamic design of the C Type, D Type, XK120, XK140 and XK150 through the 1950's. The monocoque chassis with front end space frame design incorporating torsion bar front suspension and the rear suspension and differential assembly unit design incorporating inboard disc brakes were amazing achievements. Malcolm Sayer's expert contribution to the engineering body development by applying aircraft aerodynamic principles took the E Type into a class of its own. At the time of the launch of the E Type in March 1961, Enzo Ferrari called the E Type "the most beautiful car ever made".

While living in Brisbane we regularly drove the E Type to Mackay (approximately 1000 km each way) to visit family. The E Type Roadster was a wonderful motorway car and our weekend adventures took us to the Gold Coast on many occasions when the Gold Coast Highway had been upgraded to multi lanes and the almighty exhaust roar from the XK engine was intoxicating with the soft top down.

One memorable event was when we were able to apprehend an offender of a hit run driver of a new Valiant Charger which sideswiped a VW Beetle on the Gold Coast Motorway. The Charger driver was held accountable for his actions when the police arrived.

After we were first married we lived in St George where I worked on the Beardmore Dam Project and we regularly travelled in the E Type between Brisbane and St George along the Moonie Highway (approximately 500 km each way).

On a few occasions on our trips (usually at night) we encountered a large Hereford bull who liked to sleep in the middle of the bitumen road to keep warm. Fortunately we were able to spot him in time but he usually refused to move so we had to drive around him.

As a diversion from work while at St George, I Built a 16 foot Mosquito racing catamaran "Wind Song" which we used to tow with the E Type to the "Frost Bite Regatta" at Leslie Dam near Warwick.

The E Type effortlessly ate up the highway miles like no other car at that time. It was an absolutely sensational car to drive.

My E Type did require significant maintenance with the engine out on one occasion to address aluminium corrosion problems. I completely dismantled the engine and carefully rebuilt it to the most exacting standards. While aluminium corrosion of the water pump housing had occurred I was amazed at the quality of the original factory engine build. There was no detectible wear of the engine components, although I did replace rings and bearings.

Pamela and I enjoyed the E Type for 6 years before we left Australia to further my engineering experience in UK.

Before leaving for the UK I sold the E Type to a Jaguar enthusiast in Sandy Bay in Tasmania and I understand the car is still there.

Now, several decades later, the E Type had made such an impression on me that I bought a Polaris White F Type V8 Roadster to refresh the great memories. The registration number of my E Type was NZB111 and as this number was surrendered so the car could be registered in Tasmania, I was able to register my F Type in Queensland with the original number of my E Type (NZB111).



The following series of photographs shows a comparison of the classic aesthetic features between our E Type and F Type. (Photos by courtesy Graham Hesse and All British Day Website)



Our First Jaguar - Carmen Red E Type 3.8 Roadster



Several decades later, our current Jaguar - Polaris White F Type V8 Roadster



Classic Jaguar lines of the E Type



Classic Jaguar lines of the F Type.



1 + 1 cockpit of the E Type



1 + 1 cockpit of the F Type



E Type 3.8 litre Twin Overhead Cam 6 cylinder Engine (fed by 3 – 2 inch SU Carburettors)



F Type 5.0 litre V8 Supercharged Engine (fed by Eaton Twin Vortices Series R 1900 Supercharger)

Just as the E Type was a milestone in automobile development when it was released in the 1960's, we consider the F Type to be the modern day replacement for the classic E Type.

We were delighted to receive acknowledgement at the All British Day Brisbane 2018 when the Judges awarded our F Type "Best Classic Vehicle Post 1980".



"Best Classic Vehicle Post 1980"
All British Day Brisbane 2018
(photo Courtesy All British Day Web Site)

MAC'S BRIDGE 2019

written by Jim Reid photos by Terry Whitehouse



Another Mac's Bridge is over for 2019.

We had 42 Jaguars of all types and colours on display and a thankyou to all who came along.

Speaking of thank you, I must give a very big thanks to the three members who helped setup the display, without that help we would not have the great day we enjoyed.

These three members are Paul Lucas, Carl Brown and Terry Whitehouse who also doubled as photographer and attendance register collector, without members like these three, we would not have the successful club we have, thanks again.



I arrived at 6.45am and started to set up, the only problem was members started arriving at 7Am so we temporally parked some cars until the mark out was complete, and after, moved cars into the appropriate positions.

It was a very busy time but by 8.30 Am we had all cars in position and people setting up their tables and chairs and mingling with each other, the weather was perfect the company just as good.

I cannot end this report without congratulating Lloyd & Loraine Andersen on winning "BEST HERITAGE VEHICLE PRE 1946" in his SS Jaguar 100 1937 vintage, congratulation to you both.

I am sure all who came along enjoyed the day as much as Maureen and I, hope to see you again next year.

Regards Jim Reid President JDCQ



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1951 Jaguar XK120 fixed head coupe

written by Lloyd Andersen photo June Whitehouse



After World War 2, Jaguar developed a new 3.4 litre twin overhead cam engine, which in production form was known as the XK. This engine design was progressively improved and used in Jaguars for near forty years.

At the same time, Jaguar developed a new chassis with independent front torsion bar suspension which would also be used in Jaguars for many years. It is believed that the fifth prototype was the one adopted and the first model of Jaguar saloon to use that chassis design was thereby called Mark V. This model was of pre-war styling and powered by the pre-war pushrod engine.

It was intended that the new XK engine would be reserved for the completely new saloon body design that would become known as the Mark VII (for reasons not discussed here). However, William Lyons was anxious to display the new engine at the October 1948 London Motor Show. He had a shorter, narrower version of the new Mk V chassis design built to mount the new XK engine and a sporty roadster body built to clad it and attract attention. The car on show was titled the XK120. The 120 being the expected top speed in miles per hour.

The XK120 was meant to be no more than a concept, but it created such a sensation that Jaguar had to put it into production in 1949. Some customers wanted a fixed solid roof, so the fixed head coupe was developed in 1951. In 1953 a third form, the drophead coupe entered production.

The XK120 was a strictly two-seater and considered by many to be a bit cramped, so in 1954 the styling of the coupes was changed to a 2+2 form and named the XK140. Body styling was modernised in 1957 and named the XK150.

My car was one of the first batch of XK120 fixed heads, built in July-August 1951. The chassis number is 679029, which makes it the 29th XK120 fhc and the earliest currently in Australia. It was sold new into France, then taken to Canada in the late fifties where it fell into disrepair. A restoration was begun but stalled for thirty years before being sold into New Zealand. The NZ buyer decided it was all too hard and so advertised it on ebay whence it was bought by me in 2010.

A comprehensive restoration was completed in 2019, and the car is now resplendent in silver grey metallic with red trim, as it was when first built in 1951. The cylinder head has been upgraded to a type C (competition) version which was available from 1953.

Library Acquisitions

Recently a package of twenty three books/manuals were acquired by the Library. I have reviewed the material and decided to retained 16 items. They will be given Library identification numbers, added to our catalog and made available for members to loan.

No:	Titles - Retained for Loan:	Author:	Date:
1	Jaguar 420 Service Manual	Jaguar	1972
3	Jaguar Mark 2 Service Manual	Jaguar	
5	Jaguar XJ6 XJ6 Daimler Sovereign Repair Operation Manual	Jaguar/Daimler	
6	Jaguar XJ12 Series 2 Daimler Double Six 5.3 Repair Operation Manual	Jaguar/Daimler	1977
7	Daimler 2.5 L V8 Saloon + V8-250	Daimler	
8	Jaguar V12 Series 3 E-Type	Jaguar	1971
9	The Complete Official Jaguar "E" Driver's Handbook, Workshop Manual & Special Tuning Manual	Robert Bentley, Inc.	1974
10	Jaguar Series 3 E-Type (open 2-seater) Parts Catalogue	Jaguar	1972
11	Jaguar Series 3 E-Type (2+2 FHC) Parts Catalogue	Jaguar	1972
16	Jaguar - The History of a Great British Car	Andrew Whyte	1980
18	Jaguar & S.S. Cars 1931 - 1951	R. M. Clarke	
19	Jaguar XJ6 Owner's Workshop Manual	Autobook 799	1974
20	Jaguar MK 1, 2 Owner's Workshop Manual	Autobook 795	1973
21	Jaguar E-Type Owner's Workshop Manual	Autobook 758	1973
22	Jaguar S Type, 420 Owner's Workshop Manual	Autobook 703	1973
23	Jaguar XK120, 140, 150 MK 7, 8, 9 Owner's Workshop Manual	Autobook 702	1973

The following list of 7 books/manuals are surplus to needs and will be made available to members **free**, on a first to order basis (mailing cost extra). Material remaining at the end of July 2019 will be shared with our Model Register Secretaries or disposed of.

No:	Titles - Available Free:	Author:	Date/Info:
2	Jaguar Mark VII & XK120 Service Manual	Jaguar	
4	Jaguar 3.8 Mark 10 Service Manual	Jaguar	
12	The Jaguar E-Type - Collectors Guide	Paul Skilleter	1979
13	The Jaguar Tradition	Michael Frostick	1977
14	The Jaguar Driver's Year Book 1978	Paul Skilleter	1979
15	Marque - 100 Years of Motoring	Peter Wherrett	1979
17	The Jaguar XK	Chris Harvey	1978

Library News_1907.docIf you want any of the above books please 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, go to the Library and search for the material then click on "Request this book".



Sporting Meeting 2019

EVENT	LOCATION	DATE	TYPE
Historic Qld	Morgan Park	13/14 July	Circuit HRCC
Gold Rush Hill Sprint	Mt Morgan Range	13/14 July	Hill Sprint
Qld Hill climb Series Rnd 4	Mt Cotton	20/21 July	Hill climb
Grafton Hill climb Rnd3	Mtn View	21 July	Hill climb
GEAR	Lakeside Park	25 July	Circuit
Stanthorpe Qld-NSW Rnd 3	Carnell Raceway	27/28 July	Circuit
Qld Khanacross	Proston Rally Track	3/4 August	Khanacross
Nambour Sprint SCMSC Sprints	Nambour showgrounds	3/4 August	Weekend
Super Sprint Series B Rnd3	Morgan Pk	3/4 August	Circuit
Leyburn Historic	Leyburn	17/18 August	Street Sprint (Historic)
Super Sprint Series C Rnd3	Morgan Pk	24/25 August	Circuit
Grafton Hill climb Rnd4	Mtn View	25 Aug	Hill climb
GEAR	Qld Raceway	22 August	Circuit
Super Sprint Series A Rnd4	Morgan Pk	31 Aug 1 Sept	Circuit
Pittsworth Sprints	Reserve Raceway	6-8 Sept	Sprint "Industrial estate"
Speed on Tweed	Murwillumbah	7/8 September	Street
Qld Hill climb Series Rnd 5	Mt Cotton	7/8 September	Hill climb
Reid Pk V8 track Sprints	Townsville	7/8 Sept	Sprint
Super Sprint Series B Rnd4	Morgan Pk	14/15 September	Circuit
Mattara Hill climb	Ringwood Pk Newcastle	20-22 September	Hill climb
GEAR	Lakeside Park	26 September	Circuit
Grafton Hill climb Rnd5&6	Mountain View	28/29 September	Hill climb –Track weekend
Club Challenge Australia X2	Mt Cotton	5 + 12 October	Hill climb
Super Sprint Series C Rnd4	Morgan Pk	12/13 Oct	Circuit
Downs Motorsport Sprint	Morgan Pk	19/20 Oct	Circuit Super Sprints
GEAR	Qld Raceway	24 October	Circuit
Stanthorpe Qld-NSW Rnd 4	Carnell Raceway	2/3 Nov	Circuit
Qld Khanacross	Proston Rally Track	2/3 November	Khanacross
Sunshine Coast Motor SC	Nambour showgrounds	3 Nov	Khana
Noosa Hill Summer Challenge	Noosa	9/10 Nov	Hill climb NBCCC
Grafton Hill climb Rnd7	Mountain View	10 Nov	Hill climb
Qld Hill climb Series Rnd 6	Mt Cotton	23/24 Nov	Hill climb
GEAR	Lakeside Park	28 November	Circuit

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

Merv's Eye View of the Poker Run



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



JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg, Maryborough and Hervey Bay

30TH ANNIVERSARY CELEBRATIONS written & photos by Gaylene Maclean

The Wide Bay Burnett Register celebrated their **30th Anniversary** on the weekend of the 15/16th June 2019 in Bundaberg.

Members from the 'Capricornia Register', 'Sunshine Coast Register' and 'Brisbane Register' also attended this weekend. We would like to take this opportunity to thank those members for attending this very important milestone.

THE FIRST MEETING OF THE SUGAR COAST REGISTER WAS HELD ON SUNDAY 18TH JUNE 1989 AT INNES PARK RESERVE BUNDABERG.



MEMBERS AND THEIR JAGUARS AT INNES PARK RESERVE ON THE 18TH JUNE 1989

John Tupicoff and Graham Hein were the two members from Brisbane who attended this Meeting to form the **SUGAR COAST REGISTER**. They presented the Register with a donation of \$100.00 to open the Bank Account.

The Office Bearers elected at this Meeting were: -

CHAIRPERSON: DAVID TANNER
HONORARY SECRETARY: JOHN GELHAAR
TREASURER: ALLAN ZEIMER

PAUL MITTELHEUSER attended this very first meeting. Paul and Josie were members of the **Jaguar Drivers Club of Queensland** from **1977 to 1989**, whereby they then became members of the **JDCQ Sugar Coast Register** from **1989** to the present day. They have both now been members for 42 years. Paul is at present the Treasurer of the Wide Bay Burnett Register and Josie is always busy helping in any way she can.

FRANKLIN AND MARIE SMALLCOMBE attended the second meeting of the **Sugar Coast Register** on the 23rd July 1989 which was held at Monduran Dam. Franklin and Marie were members of the **Jaguar Drivers Club of Queensland** from **1983 to 1989** and at that date then became members of the **JDCQ Sugar Coast Register**. On Sunday **11th October 1992** the **Capricornia Register** was formed at Curtis Park Rockhampton. As Franklin and Marie lived in Gladstone, they then became members of this Register. They have now been members for 36 years and have both held committee positions and are at present Social Secretaries of this Register.



PAUL AND JOSIE MITTELHEUSER AND FRANKLIN AND MARIE SMALLCOMBE

DAVID TANNER attended the first meeting of the **Sugar Coast Register** on the **18th June 1989** and was elected Chairperson at that meeting. David is still a member of the **JDCQ Brisbane Register**.

On the **21st November 2010** the **SUGAR COAST REGISTER** changed its name to the **WIDE BAY BURNETT REGISTER**.

CELEBRATIONS AT INNES PARK

Our celebrations at the weekend commenced at 2.00 p.m. with drinks and nibbles and the greeting of our guests. The sun was shining brightly, the Jaguars were sparkling, and the ocean was glistening. Of course, there was lots of chatting and it was great to meet the members who had attended that first meeting in 1989.



Bob (our Social Secretary) read the Minutes of that very first meeting and we all listened intently.



EVENING CELEBRATIONS

The evening entertainment was held at 'Capers on Takalvan'. Two large boards were covered with photos of both the **Sugar Coast Register** and the **Wide Bay Burnett Register** from 1989 to 2019 and these were displayed at the Restaurant. This appeared to be a real highlight with both old and present members who thoroughly enjoyed browsing and reminiscing. There was a lot of chatting and frivolity and the evening appeared to be a great success. The meals were tasty, and the staff were very organised and friendly.



CUTTING OF THE ANNIVERSARY CAKE

Paul Mittelheuser (Treasurer of the WBB Register) cut the Anniversary Cake and I must say he did an excellent job. As there were members present on Saturday Evening who attended that very first meeting in 1989, Arthur Bock (our Emcee for the evening) asked them to join Paul. Arthur got us into the swing of the birthday celebrations by getting us to sing Happy Birthday. I think we may have been a little out of tune!



**PAUL MITTELHEUSER, JOHN TUPICOFF, DAVID TANNER,
JOHN GELHAAR AND KEN SCHMIDT**

PRESENTATION BY JOHN LARGE

John Large (Chairman of the Capricornia Register) presented Arthur Bock (Secretary of the WBB Register) with a lovely Jaguar on timber (which John designed and made). Thank you so much John and the Capricornia Register. It is very beautiful.



JOHN LARGE PRESENTING THIS GIFT TO ARTHUR BOCK

PRESENTATION OF THE RAFFLE PRIZES

I, (Gaylene McLean) (Editor and Facebook Editor) presented the Raffle Prizes to the Winners. First and second prizes were Artworks that I had done in Pastel and these were professionally framed. Third prize was a bottle of Bundaberg Rum and fourth prize was kindly donated by John and Monica Tupicoff.

The Winners were: -

- | | |
|-----------------------------|-----------------------|
| 1ST PRIZE | ARTHUR BOCK |
| 2ND PRIZE | LISA SLY |
| 3RD PRIZE | NATHAN BUCKLEY |
| 4TH PRIZE | ROGER STUBBS |

A very big congratulations to all these winners.



**GAYLENE McLEAN PRESENTING ARTHUR BOCK
WITH THE ARTWORK**

CRUISE ON THE BUNDY BELLE

The Bundaberg weather put on a great show on Sunday morning for our very relaxing cruise down the Burnett River. The commentary on board the boat was excellent and even included a bit of comedy and a few songs relating to Bundaberg which was enjoyed by all. The weekend finished at the Botanical Gardens where we had lunch at Café 1928. This was a splendid weekend with wonderful friends. At this point I would like to say a very big Thank You to everyone who attended.



Editors Footnote:

The members of the Wide Bay Burnett Register wish to express their thanks and appreciation to Bob and Gaylene for all the hard work they put in organising this event, and making it the great success that it turned out.

Mark one musings

With apologies to Peter Paul and Mary

Where have all the Mark Ones gone, long time passing
Where have all the Mark Ones gone, long time ago
Where have all the Mark Ones gone, gone to wreckers
every one
When will we ever learn? when will we ever learn?

Back in the March/April issue of this magazine I mentioned that I am on the lookout for a MK1 for a friend of mine. I did not receive one response or even the hint of a lead to a MK1.

Googling around did not produce any leads to cars needing restoration but did come up with restored MK1 cars all priced at above \$20K. It appears that finally the sources of this hitherto cheap entry car have finally just about dried up.

Perhaps the last few remaining have been snapped up by persons who really were looking for a MK2 but couldn't afford one and also the realisation that it was the MK1 and not the MK2 which initially put Jaguar to the forefront in saloon car racing.

I have restored five MK1s, the cheapest cost \$1000 to buy and the most expensive was \$3000. All of them were relatively cheap to restore and I had a lot of fun on the way and also learnt a hell of a lot. Interestingly when I sold on these cars I always came out on top of the expense of purchasing and restoration but really got peanuts for my time and effort. My current MK1 which is a 2.4 manual with the modified carby system will probably be my last MK1 restoration.

Series 3 XJ6

I went to start the S3 the other day but it would not go. After checking around I realised that the electric fuel pump was not running. Using a multimeter I checked that there was power to the pump. Power was OK and decided the pump, which was relatively new, had failed. To access the fuel pump you are supposed to drain the fuel tank but I managed to remove the inlet pipe which I had clamped shut with a pair of vice grips.

With the pump on the work bench I checked it again and it still refused to run. I then tapped it on the bench with the inlet pipe on the down side and was surprised to see some rusty looking material dropout with some fuel. Checking the pump again with 12 volts it started to rotate. However I stopped that and connected the pump to run reverse i.e. + connected to the - terminal and - to + terminal. And out shot more dirty fuel and rust.

I then rigged up some hoses and container of fuel and reverse flushed the pump and finally it ceased discharging dirty fuel out of the inlet pipe and ran clean. I then reconnected the pump to its normal terminals and it happily ran and pushed fuel out at high pressure. Note all of this was done outdoors as the build-up of fumes etc. can be quite explosive if done indoors.

Before refitting the pump I paid a visit to a local motoring store and secured an inline filter which I fitted between the fuel tank outlet and the fuel pump inlet. That should stop any rust and sediment getting into the pump.

The reason I wanted to start the S3 was to move it into my main shed so I could diagnose the source of the power steering leak and identify the type of steering rack fitted. There were 3 different types used and it is essential to know which one is fitted if you have to order a seal kit.

Rolls Royce

A friend of mine who used to be in the JDCQ is now heavily involved in Roll Royce cars but he still drives a Jag X300 as his daily driver. Currently he has his 1925 Rolls engine in pieces as he found some problems with the through bolts which start in the alloy crankcase and go right through the engine and hold the cylinder heads and engine blocks together.

This has been an ongoing project over the last few months as he has divided his time between working in Papua New Guinea and spending less time at home

Much to my surprise he has picked up another Rolls and this time it is a 1956 model. He explained he has been chasing one of these for some years as this is the last of the separate chassis cars and from then on Rolls went monocoque. The car had been in dry storage for many years in Australia however it had originally been in the USA and had been purchased from there some years ago brought to Australia but had never been registered on the road in Australia. Expecting to see a left hand drive car it was actually right hand drive. The engine had apparently not been started for some years. He asked me to give him a hand to get it sorted out.

After much serious soaking of cylinder bores with oil, checking fuel pumps etc. the engine was turned over and was ready to start but it would not go. I could get a smell of raw fuel from the tailpipe but found a very weak to almost non existent spark. Opening up the distributor I found two sets of points (for a 6 cylinder in line engine!?) and on close examination there were signs of light corrosion. The points were cleaned using some 600 wet and dry and a substantial spark was now evident.

Now the engine started and ran a little roughly while blowing smoke from the oil in the bores but eventually settled down somewhat but still a bit erratic. The SU carbies were attacked, float bowl heights reset and generally retuned and finally we had the engine ticking over as it is supposed to do in a Rolls.

The next effort will be to get some brakes working. Once again Rolls used a different system to anything I have ever encountered but we will leap that hurdle as we come to it.

Until next issue safe Jaguaring



Our house is somewhat colder than the refrigerator on a Winters morning, even though there is insulation in the floor, walls and ceiling. I think it has something with being too insulated and therefore the internal air does not warm up as the sun rises. I know a number of residents here in Paradise on Earth who have had some of their house insulation removed for that very reason. I'm sure that there are plenty of experts who could explain this phenomenon or at least make smart comments. The solution is to turn on the air conditioner and pollute the rest of the world by using coal fired electricity or go out on the front verandah and sit in the sun. On a typical winters day with clear skies and any wind [breeze] from the south or west the verandah is the preferred option. So there we are sitting on the verandah on a beautiful Sunday morning with the temperature gauge showing 11 degrees [it had been much lower earlier] and a wind [breeze] chill factor of about -10 degrees from the south-west. Just about as perfect as it can get, the sky, the mountains and fields [plowed but no crops, something to do with no rain, or so I'm told] and beautiful company. So here we are grazing through our second edition of breakfast and watching the usual processions of motor cyclists [the pedal cyclists come through between 6.00am and 6.39am yelling out to each other to make sure we are all awake and appreciate their contribution to the environment] and the various classic car clubs who come through on a run. So far we have had Fords of all shapes and sizes, Corvettes, some BMW things, mostly coupe models, and all sorts of varieties from before my time usually painted green or black or both with a canvas roof and wooden spoke wheels. What a perfect way to spend a Sunday morning. Interestingly all the motor bike and classic car people come through town without too much noise or hurry not like the trucks.

About the only thing to upset this utopian interlude was the growing suspicion that while I was enjoying the day our Editor June was busy working towards an anxiety episode waiting for this issue of the Burlblings.

As absolutely everyone knows the 2nd of October is the 60th anniversary of the birth of the Jaguar Mk2 so I have been very busy researching as many details as possible of this event. Details like the "Golden Mk2", the getaway cars including the "Gentleman's Getaway" car, Police and Coombs modifications and other famous or infamous models and such vital data like numbers produced etc., etc

There has been a couple of venue changes for our Jaguar Drivers' Club of Queensland, Classic Monocoque Register, "Country Luncheons" for September now Rudds Pub, Nobby and October now being Yangan Hotel, Yangan

Our Mk2 is now part way through a replacement of the Brake Booster which should give a much lighter brake pedal and also cure the misfire especially on start up,

however this is not a job I've undertaken by myself having enlisted the help of mechanic Dave from down the road to do the real work when not busy at his day job while I do the really hard work like standing around wringing my hands and alternating between ringing suppliers to determine a repair or replacement cost and worrying

. With Leyburn just around the corner and having identified that there was a gap in the fuel flow between the fuel tank pick-up and the carburetors, I decided that it was about time to do something to fix the problem besides talking about it !! I just knew that it was the fuel pick-up that was the problem because it is an internal pipe that goes from the tank outlet to the filter attached to the drain plug. I have one spare tank taken from a "parts" car some time ago plus another that was still attached to the "spare" car out in the yard. However for reasons that are very sound to me but ridiculous to anyone else I didn't want to use either of them so continued to worry about where I was going to find someone to cut the tank open and repair the pick-up. The outlet pipe being half way up the tank, in a flash of brilliance I reasoned that if I filled the tank to about three quarters full that, that would prove the point. Task done and 25 litres of fuel added to the tank [regular fuel not race fuel - at a price difference of about \$3.00 per litre I'm not that stupid]. Fuel pump whirring for a little second or two and fuel arrives at the carburetors, so, quick as a flash hook them up, a squirt of ezystart and she'll burst into life except the the battery is flat and my supplementary battery pack is somewhere near Bribie Island in my son's car.

It is about this time that Valerie arrives in the shed with some afternoon tea but all is ok because now we can get by with a just running the car with a full tank of fuel rather than removing the tank and arranging repair. A relaxed afternoon tea and [when the wind is from the south or west somewhere just inside the shed in the sun is a good place to be.] Valerie sees something dripping from under the car. Jack up the car and remove the off side rear wheel I can just see in and there is a split in the joiner between the tank and fuel line pipe just near the tank outlet. Easy fix if I was 20 years younger and 20Kg lighter - just a bit awkward to get to and of course the tank has to be drained and come out.

Sometimes I think I talk too much, on reading the above I find I've given away the source of most of the questions planned at this stage for our Very Tricky Trivia Quiz at our Bestbrook Christmas Party, but no worry probably I will find something else to interest me and not bother to remember this by the time November comes around.

Well, the sky is overcast, the wind chill factor has gone up [or is it down] and we are back inside with the air conditioning going gang busters and we are all rugged up - in fact it is a bit hard doing one finger typing in gloves.

JDCQ Classic Monocoque Register Calendar for 2019

Meet at the venue at 11.30am for 12 Noon

Wednesday the 10th July 2019

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

Thursday the 15th August 2019

- Royal Hotel, Leyburn ****

Wednesday the 11th September 2019

- Rudd's Pub, Nobby **

Wednesday the 9th October 2019

- Yangan Hotel, Yangan *

Wednesday the 13th November 2019

- Christmas Party
Bestbrook Resort, Maryvale

*** Note change of Day from Wednesday to Thursday for a very important reason

** Note Change of venue to Rudds Pub, Nobby

* Note Change of venue to Yangan Hotel, Yangan

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

JDCQ Central Queensland- Capricornia Register

written by Lorraine Givney Photographs by Vicki Ferguson

Classics by the Coast



Rod Discussing his XJS



Gail with John's Xk140



Steve's E Type on display

The weekend of 25-26 May offered plenty for all members to enjoy: classic entertainment, classic companionship and classic cars. For those who welcomed WBB members, the fun started with a visit to the Rockhampton Botanic Gardens and Zoo. By evening, more members from the combined registers had gathered to form an enthusiastic audience at *Footlights Theatre Restaurant*, Yeppoon. This theatre restaurant has been entertaining locals and tourists for twenty five years. It runs like a well-oiled machine – nearly as smoothly as a Jaguar motor. The meal was mouth-watering and the fun was frivolous as members played along with the on-stage antics.

On the Sunday we attended *Classics by the Coast*, a fabulous annual event run at Emu Park by All Classic Car Club of Central Queensland. Rod Spratt entered his XJS, John Newton his XK140, with the help of his son, Steve Williams managed to enter both his E Type and his S Type and Garry entered his X300. There is a video on fb of the early morning arrival of these spectacular cars; Jaguar Drivers Club Queensland Capricornia Register. The sun shone from a brilliant blue sky onto an expansive sea of highly polished cars assembled on grassy, beach-side, Bell Park. Members had trouble deciding whether to be at our display, wander around to look at the enticing array of cars assembled or relax with a cuppa in the annex of Maree and Frank's caravan in the adjacent van park. Our Capricornia Register display delighted many discerning, curious visitors with some even expressing interest in joining the JDCQ.



Steve's S Type - a crowd pleaser



Garry's X300 (for Sale)



Capricornia Register display

JDCQ Central Queensland- Capricornia Register

written & photos by Lorraine Givney

Many Members at Many Peaks Hotel

On 28 April, the initial rendezvous place for the register was Bunting Park Calliope and it's remarkable that all members, some of whom had travelled a couple of hours, all arrived within a few minutes of each other. Even more remarkable is the fact that we had several new members attend their first run with JDCQ. Russel and Reen Ostwald christened their membership badges when they arrived in their British Racing Green, 1979, X300, XJ6, Sport. Steve Westerman is restoring a 1977, XJS, CannonBall and a 1977 XJS at his Calliope home so he and his partner Lisa Reid have joined JDCQ. Dean Lonnee, who plans to join the club, drove Steve to the run in his Azurite Blue, 2012, XKR, 5 litre, supercharged, V8. Dean also has a 1992, XJR, supercharged V6.

With so many new members, there was plenty of lively conversation over the byo morning tea which was followed by a tidy register meeting. Gerry continues to be the harbinger of raffle prize winners – having predicted his own win in February, this time he donated a prize which included a red miniature XJS, wondering if Rod and Robyn, who own an XJS, might win. Sure enough, odd things happened with ticket numbers when sold to ensure that they did. Robyn mentioned to Gerry that their XJS is not red. Unfazed, Gerry replied that all is good, “red cars go faster”.

Our lunch destination was Many Peaks Hotel in the Boyne Valley. Many Peaks was established more than a century ago as a copper mine and railway town. The convoy of nine Jaguars drove the winding road, over several single lane bridges, through the tiny townships of Nagoorin, Ubobo and Builyan to Many Peaks, an equally tiny town but with a hotel. Due to recent rain, the grazing-plains landscape was fresh and vibrantly green and there was blue sky dappled with fluffy white cumulonimbus clouds visible through opened sunroofs. The blue hues of the distant ranges were as rich and enticing as any Jaguar paint colour.

The chef at this country hotel managed well for someone who'd been pounced upon by nine big cats and one Nissan 4X4 poorly disguised as a Jag – Trevor and Glenys dropped in to catch up over lunch before continuing some travels. The service was friendly, the lunch was delicious, the company was fun and fascinating, and members left talking about looking forward to our May get together at Yeppoon with the WBB register.



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Ladies Morning Tea (and Boys' Shed Morning **9th May- Marg& Joe Day and JDCQ**

Earlier this year the Committee of the JDCQ decided to show the appreciation of the club to the ladies who do so much to keep the wheels turning (pun intended) and provided funds to each Register to run a morning tea. Marg Day organized our SC Register event and, in the interests of equality, Joe opened his garage to the partners.

After meeting at the Day's (and posing for the compulsory group photo)



The ladies piled into two cars and set off on a short run to Sippy Downs and Designer Desserts for a delightful morning tea and a great chat.



Meanwhile, back at the Day's, the boys got to enjoy looking at Joe's cars and motorbikes and talk about restoration.



(Thanks, Stu, for the pictures of the boys)

A great morning had by all. Thanks you so much, Marg for organizing the ladies' treat and to Joe for opening his garage to the boys.

Worth Thinking About

In the last Cat Chat (the Brisbane Register's online magazine) Lloyd Anderson suggested to that Register to have a look at the JDCQ calendar

(<https://www.jagqld.org.au/calendar>) and consider attending other Registers' events. We often do have a look but haven't often acted on the information. In the last six months or so we have gone outside our comfort zone twice, first to the Monocoque Register's Christmas Party at Bestbrook last year and recently to the Darling Downs Poker run on 9th June. Both were a lot of fun.



The advertised start time was 8.30am in Toowoomba but an email to the organisers quickly established that we could meet them for Morning Tea at the Floats Café in Grantham at 10. (Apparently in the Grantham flood it did exactly that!)

After paying our \$5 each we got to draw 2 cards there so that we were not penalized for joining the run late.



One of the best things about 'trying' another Register's events is that you get to drive on unfamiliar roads and see lots of different beautiful scenery. That was certainly the case on the Poker Run. I'm still not exactly sure where we went to arrive at the Bottletree

Hotel, Glamorgan Vale but that just made for an adventure.

The place was really jumping when we got there.

New owners had only taken over in the previous fortnight and there were a couple of teething



issues but they were great hosts and the food was good.

We weren't the only Sunshine Coast people there; Merv and Lyn had come down the night before



Actually the only slightly uncomfortable thing about the day was that Merv and Lyn won second prize for their poker hand and we won first. The Darling Downs people were nonetheless very gracious about this. Hopefully we will still be welcome next year.

We've already booked to join the Brisbane Register on their weekend away in September and I'm sure that, too, will be a lot of fun. As they say, we need as many friends as possible.

It is worth thinking about.

Wendy Gross

MODERN COMPACT REGISTER LUNCH



On Saturday June 22nd the Modern Compact Register lunch was held at The Bottletree Pub Glamorganvale. Nine of us met at the pub at midday and had a good meeting with plenty of good food and chatter. Terry is hoping that more members will join us at lunches held in the coming months. There won't be a July lunch, as the calendar is full. Hopefully, at the next lunch on 17th August we will have a few more members turn up, if not in a modern compact then another type of Jag, or in a Holden, Toyota or whatever, it's not about the car that brings you, it's about the person the car brings. Hope to see you there.

My name is Jonathan White and I have always had an interest in both classic and cars in general. Having owned 64 cars from a 1958 Silver Cloud Rolls Royce (a gift to myself as having served 34 years in the Police force in Victoria and Queensland) to a Mini Minor; there has been a broad interest. My father was always hands on with classic cars.

I started mascot making some 20 years ago although prior to that I was making badges, aero screens and sundry items for



enthusiasts from brass. I make mascots of all the quality cars which take my fancy either from a solid piece of brass, filing, grinding and Dremel work finishing by hand, to complete the job. Other mascots, Hispano Suiza, (stork) Triumph (nymph) Bugatti Royale (elephant) Cadillac, Packard I will rough out a piece of wood and have that caste finishing it off over period of time paying particular attention to detail. They are mounted on various bases or tapped to be mounted on a radiator cap.

I have sold many through Leskis Auctions in Victoria and also won prizes at the Royal Melbourne Show so I guess they appeal!

In 1999 my friend who was in the Gold Coast Jaguar Car Club asked me to do a presentation Jaguar piece for a coming event at the Pines golf Club. which I was quite happy to do as a donation.



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SS, MkIV, MkV



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C-type, D-type



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Mk1, MkII, 240, 340, Daimler V8



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420 Compact



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E-Type



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XJ6, XJ12, Series 1, 2, 3



XJ6C, XJ12C

Grand Tourer

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XJS



XK8, XKR, X100, X150

Sporting/Modified



Modern Luxury Saloons

Charlie Provis 3886 7074

0419 011 399

charlieprovis@gmail.com



XJ40



X300, X308, XJR



X350



XJ 351

Modern Compacts

Terry Whitehouse 0409 072 500



S-type



X-type



XF



XE

Crossover Register



E-pace



I-pace



E-pace

JAGUAR DRIVERS' CLUB OF QUEENSLAND INC (IA 18106).



2019 - 2020 MEMBERSHIP RENEWAL

If you have not received your membership renewal by email or post, please complete and return this form with your payment or with confirmation that your payment has been made.

Name _____

Membership Number _____

Please note that your renewal fee is due on 30th June 2019
Magazines will not be sent after 31st July if payment is not received.
A \$50 joining fee may also be required to restart your membership.

TO RENEW YOUR MEMBERSHIP

Membership fees are \$ 105.00

12 month renewal includes the Queensland Jaguar Driver magazine.

Optional extra is a subscription to the Jaguar Magazine \$ 55.00
(mailed separately, 6 issues per annum)

This year, there are new Jaguar Drivers Club shirts. One shirt is offered free to each membership that is renewed before the end of July. Additional shirts may be ordered, along with caps and hats as well.

Membership Renewal			\$ 105.00	\$ 105.00
Subscription to the National Jaguar Magazine			\$ 55.00	\$
Free Shirt	Size		Free	\$ 0.00
2 nd Shirt	Size		\$ 25.00	\$
Caps	Quantity		\$ 12.00 each	\$
Bucket hats	Quantity		\$ 12.00 each	\$
			Total	\$

PAYMENT OPTIONS

Direct Deposit:

A/C Name: JDCQ BSB: 484799 A/C No: 024567129
Reference: Use your membership number. This must be included so as to match up who has paid.

Cheque: payable to Jaguar Drivers Club of Queensland Inc.
Mail Cheques and Forms to: The Secretary, PO BOX 3513, SOUTH BRISBANE QLD 4101





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Club Shirts, Hats and Caps

for all members of the
Jaguar Drivers' Club of Queensland



**Shirts, Hats and Caps
are coming**

**Create the Club Image
at events and display
days**

Green and white with
embroidered club logo

**One shirt free for every
membership renewed before
the end of July**

Further orders:

Shirts \$ 25.00

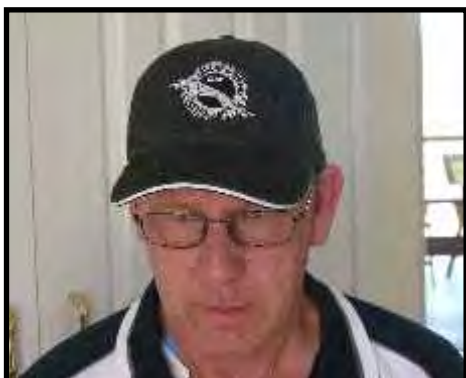
Caps/Hats \$ 12.00

**Shirts sizes
from Small to 4XL**

Sun protection UPF 30

Shirt material 50% polyester, 50% cooldry

(breathable material with the comfort of cotton and the quick dry of polyester)



ORDERFORM

Shirt Size	Price	Quantity	\$
	\$ 25.00		\$
	\$ 25.00		\$
Caps	\$ 12.00		\$
Bucket Hats	\$ 12.00		\$
Total \$			

Send order by email to regalia@jagqld.org.au

Or post to JDCQat PO Box 3513, South Brisbane Qld 4101

Payment by cheque or by bank transfer

JDCQ BSB484799 Account 02 4567 129