

Queensland

JAGUAR

Driver

March - April 2020



Official Journal of the Jaguar Drivers' Club of Queensland
Print Post Publication Number 100023288 \$5.00

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Queensland Jaguar Driver March - April 2020

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



EDITORS MESSAGE

Hi all,

I hope you have all enjoyed the lovely rain, we have been getting, it seems to be all drought, fire and flood here in Australia, sometimes all at the same time.

It has been very gratifying, as we have attended various events, to have many members passing positive comments on, not just our

(mine and Terrys) individual roles on the committee, but on the team work of the committee, as a whole. One doesn't look for accolades or praise but it is jolly nice to be told your efforts are appreciated. A few weeks before Christmas I received a phone call from a member, who lives just over the border into NSW, because of his address being a large property with a name, the post delivery were no longer delivering his Jaguar magazine, he had missed out on two issues. He gave me a change of address (No. & Street name) so that future issues would be delivered. Jim, our President got involved and organized for the missed copies to be sent direct from the Jaguar publisher to Mr M. I called Mr M. back and told him what had been arranged. A couple of weeks ago I had a message from Mr M. and immediately assumed the plans had gone wrong, somewhere, but to my surprise, he was phoning to let me know the magazines had arrived and wanted to thank me, he even apologized for the lateness of his thanks as they had not had a phone service from Christmas until he called. It was a simple phone call, but just the fact that he had taken the time to show his appreciation really made my day. Mr M. explained that due to health reasons they had not attended any events for a number of years but kept up their membership to support the club. It was lovely talking to him, his wife sounded delightful and somewhere in my imagination I can see Mr.M working out on his property and coming in for a cuppa and hot buttered scones, made by Mrs M. They will know who they are, when they read this, and I'm sure they will let me know if I am wrong, what a lovely thoughtful couple. All our members are important to us, whether you attend lots of events, can't attend events, on a committee, not on a committee, have lots of Jags or just one Jag, we are all important to this club.

That's all from me folks, drive carefully, be happy, and see you somewhere soon, All the best your Editor, June

Contents

JDCQ Club Calendar March/April/May	4
Jaguar Life with President James (Jim) Reid	5
Library News	6
JDCQ Central Queensland-Capricornia Register	7
JDCQ Australia Day BBQ & Picnic	9
JDCQ Darling Downs Register	10
Sports Meeting	11
JDCQ Sunshine Coast Register	13
JDCQ Wide Bay Burnett Register	16
Nuts and Bolts	17
A few Points on Registration and Insurance	20
Leaper Part one	22
JDCQ Mk2 Burbblings	24
Let's have a Laugh	26
Regional Liaison Report	27
Membership News	27
JDCQ Modern Compact Register	28
The Trials of Motorsport	29
Mid Week drive to Garage 25	30
JDCQ Regalia	32
Classssified Adverts	33
JDCQ Committees and Officials	36
Model Registers & Contacts	37
Membership Application Form	38



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 magnificent MK 4
seen attending Australia Day BBQ

Next Jaguar Driver Magazine.

Deadlines for
Closing Date for Contributions 24th April 2020
Classifieds Deadline 22th April 2020

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	Robin & Valerie Todd	

Printed by Redback Print 2/77 Gawain Road Bracken Ridge Qld 4017 Shop Phone 07 3261 4035

Queensland Jaguar Drivers Club Forthcoming Events

March Calendar 2020

Date TBA	Brisbane Register	Family Activities, Top Golf or similar
Date TBA	Mackay Register	March Weekend Away Bogie River Bush House Near Bowen
Wednesday 4th	Gold Coast Register	Mid Week Run Diana Hogan
Thursday 5th	Chassis Based Register	monthly lunch @ Karalee Tavern 12pm contact Lloyd Andersen 32948960
Wednesday 11th	Monocoque Register	lunch @ Yangan Hotel Yangan contact Robin Todd 466458509
Sunday 15th	Wide Bay Burnett Register	"Shed Day " at Arthur & Robyn Bock's place, Lot 12 Industrial Avenue Maryborough BYO morning tea, lunch will be a sausage sizzle/BBQ
Sunday 15th	Gold Coast Register	Luncheon Run David Willmott
Sunday 15th	Sunshine Coast Register	St.Patricks Day Run
Saturday 21st	Finbars Lounge Bar, 12 Bicentenary Lane	Maleny contact Lindsay & Susan Price 0414622781
Sunday 22nd	Modern Compact	lunch Bottletree Pub Glamorgan Vale contact Terry 0409072500
Monday 30th	Capricornia Register	BYO Morning Tea
Tuesday 31st	@ Rodney & Robyn Spratt's	Benaraby Home, BYO lunch @ Awonga Dam Gladstone
	Gold Coast Register	monthly meeting Di Cooper (chairperson)
	Darling Downs Register	Alan & Marie's Coffee Run 10.30am Staging Post Cafe, 34 Lake Apex Drive Gatton, please contact Alan on 0432088167 for booking numbers

April Calendar 2020

Wednesday 1st	Gold Coast Register	Mid week run David Willmott
Thursday 2nd	Chassis Based Register	monthly lunch Karalee Tavern 12noon contact Lloyd Andersen 32948960
Wednesday 8th	Monocoque Register	lunch @ Royal Hotel Allora contact Robin 46648509
Tuesday 14th	Brisbane Register	Monthly meeting 7.30pm
Sunday 19th	Gold Coast Register	Luncheon run Andrew Danks
Sunday 19th	Darling Downs Register	History Run Amberley Air Base Open Day
Sunday 19th	Wide Bay Burnett Register	Morning Tea at Jenny and Graham Norman's place in Maryborough more details to follow
Sunday 19th	Sunshine Coast Register	Posh Picnic Concert, Fundraiser Eumundi Market Grounds, BYO picnic lunch table/ chairs etc
Monday 27th	Gold Coast Register	monthly meeting Di Cooper (Chairperson)
Tuesday 28th	Darling Downs Register	Alan & Marie's coffee run City Golf Club 254 South Street Toowoomba 10.30am contact Alan 0432088167

May Calendar 2020

Friday 1st - Monday 4th	Brisbane Register	Australian Celtic Festival Glen Innes contact Ian Lind
Wednesday 6th	Gold Coast Register	Midweek run Lyn & Wes Evers
Thursday 7th	Chassis Based Register	monthly lunch Karalee Tavern 12noon contact Lloyd Andersen 32948960
Sunday 10th	Gold Coast Register	Mothers Day Lunch Diana Hogan
Wednesday 13th	Monocoque Register	Tentative overnigher contact Robin 46648509
Sunday 17th	Wide Bay Burnett Register	Trip to Biggenden, morning tea at a cafe, then travel to Paradise Dam for a BBQ lunch
Sunday 17th	Sunshine Coast Register	Kandanga Pub organised by John & Debbie Herbert
Sunday 17th	David Hack Classic	Toowoomba(see flier)
Sunday 24th	Mac's Bridge	(see flier inside)
Monday 25th	Gold Coast Register	monthly meeting Di Cooper (Chairperson)
Tuesday 26th	Darling Downs Register	Alan & Marie's coffee run The Barn Flagstone Creek Road Flagstone 10.30am contact Alan 0432088167

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



The start of another year, I hope brings happiness and good tidings to all our members.

The new year started with the JDCQ Australia Day BBQ at Bullocky Rest at the Lake side, we had sixty-six members and some quests attending.

A mighty thanks must go to the JDCQ team who not only installed the shade pergolas but also the cooking and cleaning up, we also had members helping with all the above and a big thank you to those members also.

I have been given the job of organising the next Mac's bridge display day, so hopefully, I will receive the same great help I received last year. The display will again be held at Belmont Rifle range on the 24th May, see the flyer on this magazine edition

I was talking to Jaguar Australia, the other day and they informed me that training has already started with dealers to change out the internal battery plates in the I pace at a cost of approximately \$2700 against many multiple Dollar cost of replacing all of the battery bank, Jaguar is the only manufacturer offering this service.

I am very proud to inform our members that Brisbane Register member Mr David Paratz has been awarded the AM for services to the Jewish community and the Law, I suggest you GOOGLE David to see what a great contribution he has made to the advancement of AUSTRALIA, Thank you David, we are lucky to have you with us.

Maureen and I look forward to catching up with as many members as possible in 2020

Regards, James Reid

Climax in Coventry

My life of Fine Engines and Fast Cars

GB14: Climax in Coventry by Walter Hassan in collaboration with Graham Robson, first published in 1975 by Motor Racing Publications Ltd. Reprinted by Mercian Manuals.

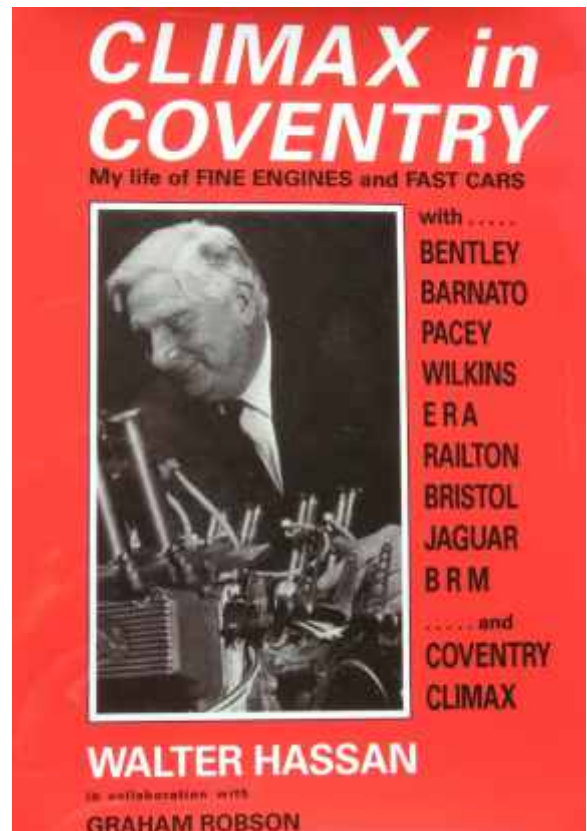


Few people can have had such a fascinating and varied career in the British motor industry, or contributed so much to the design and development of so many fine engines and high performance cars, as Walter Hassan, OBE.

His involvement in automobile design began in 1920 when as an engineering apprentice he became the 14th person to be employed by the legendary W. O. Bentley. More than half a century later, having already deferred his retirement at the request of Sir William Lyons, who wanted him to see the new Jaguar V-12 engine through to production. His plans for a quiet life were also thwarted by those who sought his counsel as a consultant engineer, and by others who persuaded him to write this autobiography.

The great days of Bentley at Le Mans; the narrow escape from death during a world record attempt; the creation of the Barnato-Hassan and Pacey-Hassan Specials and of the Bugatti-engined BHW for Wilkins brothers; suspension work with ERAs; the construction of John Cobb's Napier-Railton world land speed record car; at war with the Bristol Aeroplane Company; the conception of the Jaguar XK engine; the brilliant motor racing history of Coventry Climax Engines; these are just highlights of a career which was honoured at Buckingham Palace in 1971 when Walter Hassan received his OBE for his great services to industry.

If you would like to reserve this book give your Librarian Ray Hodges a call on 3820 7681 or email: library@jagqld.org.au Enquiries 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".



JDCQ Central Queensland- Capricornia Register

Australia Day Barbeque

Written by Lorraine Givney

Photos by John Large and Frank Smallcombe

"Surprise, surprise, surprise!" Gomer Pyle wasn't Australian but he did have the perfect saying to describe the Capricornia Register Australia Day celebration. Well, I for one was well and truly surprised...

The Register gathered at our traditional Australia Day venue, scenic Spinnaker Park, in Gladstone. The Australian flag was flying, conversations were flowing and barbeques were fired up. Despite being keen to catch up with everyone, particularly as I had missed the Christmas celebration weekend, I was, predictably, the last to arrive. (See, Editor June, it's not just the submission of articles that challenges my sense of punctuality.) A short while later, Chairperson John sought everyone's attention to welcome us to 2020 with a little speechifying... at least, that's what I thought was happening...

Surprise number 1. Members gathered around as John, holding a beautiful blown glass teardrop shaped award, was talking about the volunteer efforts of a member. You could have knocked me over with a feather when I learned that that member was me. Congratulations were shared, photos were taken and cognitive dissonance abounded within me.

The surprises didn't stop there. Through my haze of cognitive dissonance, I heard John talking about a new member who was about to receive a beautiful polished glass award with colourful spirals reaching up through a clear tall pyramid. You guessed it... surprise number 2, for me at least because everyone else had been keeping the secret since November, was receiving an award for new member 2019. More congratulations, more photos and much more cognitive dissonance.

I have to say, my heart is warmed by the appreciation expressed by Capricornia members for my small, willing and enjoyable contribution to the collaborative running of the Register. And, it's lovely to feel trusted and supported in my role of recording memories for Capricornia Register and informing the remainder of the Club about what we've been doing.

It was gratifying to see Marie and Frank Smallcombe, who've been members since 1983, and have a lengthy history of service on committee, wearing the shiny new Merit Awards with which they'd been presented last November.

With speeches and photos done, the steamy business of cooking onions and steaks for our traditional Aussie lunch became the focus. Soon after lunch it was time for the raffle draw. I was charged with drawing the raffle and here comes surprise number 3... yes, I drew my own ticket! Feeling rather self-conscious, I accepted a generous prize donated by Marlene and Chris Millard so it's my turn to donate a prize for February.

It had been many years since I'd thought about Gomer Pyle's goofy "surprise, surprise, surprise" saying. It was exciting to have it brought to mind again on an Australia Day I expect I'll remember for decades to come. Thank you Jaguar Drivers Club of Queensland.



Lorraine, Marie and Frank



Lovely day at Spinnaker Park

JDCQ Central Queensland- Capricornia Register

Big Cats, Micro Bats and Member Chats

Written and photos by Lorraine Givney



Meeting Point in Rockhampton

The windscreen wipers worked hard on the 23rd of February as Capricornia Register made our way to Olsen's Caves, just North of Rockhampton. Despite the wet driving conditions and our plan to go underground, we had excellent attendance by members, as well as two of Ros and Garry's grandchildren, with a total of ten Jaguars to be enjoyed. Jim and Roylene Brooks decided the day was cool enough to take their 1968 Jaguar 240 for a run, "just to prove we do own a Jaguar". They've owned this beautifully kept and unrestored car for twenty years. Another rare treat was the presence of John and Gail Newton's Opalescent Blue, 1969 E Type 4.2. John brought this car into Australia "as a no goer" in 2018, changed it right hand drive and restored it.

Following a productive meeting over a morning tea served by The Caves staff, the winning raffle tickets were drawn. Chris Millard won a package of handy gadgets and Claudia, John Large's mother, won a Jaguar Cars book – it seems she's happy to have John's Christmas present sorted... just a bit of Christmas wrapping to be done. With formalities completed it was time to enjoy a tour of the limestone caves.

Fortunately, the rain held off as we made our way, through dropping caterpillars, to the cave entrance where we paused for instruction from our entertaining guide. It was a relief to hear that the micro bats that inhabit the caves are skilled at avoiding people. Narrow staircases were navigated and 'headache rocks' avoided as we learnt about the robust fig roots that force their way through the rocks to satisfy their thirst for water. The guide explained stalactites and stalagmites and John Large impressed the group with knowledge learned in his caving days about flows and cave coral. The healthy curiosity of Garry and Ros's grandchildren delighted the guide who generously shared her knowledge and love of the cave environment. It was a joy to see the re-emergence, due to this lovely wet weather, of an extremely rare fern that had died back in the drought. After a sound and light/dark show in the cathedral cave, we all escaped unscathed though a few of us avoided the tight walkway of the ZigZag exit pathway.

The Caves Hotel was our next stop. This relaxing country pub looked after us well with good service and generous, tasty lunches. As we left, everyone seemed satisfied and invigorated by a day spent in nature avoiding caterpillars and micro bats whilst appreciating a unique cave system, great company and elegant Jaguars.



1968 Jaguar 240



At the cave entrance



Curious youngsters



Motor-vated members



Beer Garden lunch



The Caves Hotel



Jaguar Drivers Club of Queensland Australia Day BBQ & Picnic

On 26th January sixty six members of the JDCQ met up at Bullocky Rest, for the Australia Day BBQ and picnic. On arrival of the Darling Downs contingent and JDCQ trailer, the pagolas were hastily unpacked and all hands on deck to get them erected, to provide much needed shade. Members had come from far and wide, from Bill McMonagle who was just a stroll away from his home, to Val & Mick McAuliffe and Rob & Judy Burkin, who had travelled from Kingaroy. We had a wonderful display of Jaguar cars, parked in various groups around the parking area, some of them sporting the Aussie flag. Throughout the day there was lots of chatter and mingling amongst the groups, and sharing of morning tea. It was a very hot day and I think everyone was glad of the shade the pagolas provided. When it came time to make the BBQ lunch Terry and Jim Bowden took on the roles of chefs and started the cooking, before long there were sausages and onions sizzling away on the barbie. Arthur Robinson volunteered to butter the bread and bread rolls, and a very fine job he did. It was a terrific day, I think the committee worked well together organizing the day and we offer our many thanks to all those who helped on the day, and all those who joined us to enjoy the day, it was a great team effort.



JDCQ Darling Downs Register

February Run

written by June Whitehouse photos Terry Whitehouse



On February 9th Darling Downs Register had their first event of the year. The February run is when we decide what we are going to do for the year and who will be doing the organising of each event. It had been planned to visit an historic railway tunnel but heavy rain on the few days leading up to the event meant our plans had to change slightly. We all met up at McDonalds in Toowoomba, everyone laughed at Terry as he reversed in to his parking spot, he had remembered a previous event, meeting up here, when he was reversing out of his parking spot, stopping to change to forward gear and having another car drive straight into him, causing a fair bit of damage, better safe than sorry, as they say. Bruce and Jeanine had organized this run so we all followed them on a lovely country drive, calling in to a park in Cooyar to have our BYO morning tea. There was a fair bit of news to catch up on as many members hadn't seen each other since our Christmas show and shine. At about 11.00 we set off, convoy fashion, again and made our way, through more country scenes, to arrive at our lunch destination, Maidenwell Pub. As we parked outside the pub our attention was drawn to a beautiful pink flowered tree, guesses were being made as to what type of tree it was, nobody seemed sure, perhaps one of our readers could enlighten us, from the photo included in this article. As we were a little early for lunch we decided to have a drink and have our meeting first. Event organisers for the year were sorted, other meeting decisions dealt with, on to the raffle, which as always was organized by Kay, thank you Kay, and we were ready to close the meeting and have our lunch. The food was extremely good and very plentiful. Thank you Bruce and Jeanine for organising this run, it was most enjoyable.



Sporting Meeting 2020

EVENT	LOCATION	DATE	TYPE
GEAR	Lakeside Pk	23 Jan	Circuit
Sunshine Coast Motor SC	Lakeside DTC	27 Jan	Come&Try sprints
Qld Khanacross	Proston Rally Track	1/2 Feb	Khanacross
Super Sprint Series A Rnd1	Morgan Pk	8/9 Feb	Circuit
Hill climb Come & Try	Mt Cotton	15 Feb	Hill climb
Super Sprint Series B Rnd1	Morgan Pk	15/16 Feb	Circuit
TTT Day Historics	Morgan Pk	22 Feb	Circuit
HRCC Supersprints	Morgan Pk	23 Feb	Circuit
GEAR	Qld Raceway	27 February	Circuit
Qld Hill climb Series Rnd1	Mt Cotton	29/1March	Hill climb
Stanthorpe Qld-NSW Rnd 1	Morgan Pk	29Feb/1Mar	Circuit
Grafton Hill climb Come&Try	Grafton Mt View	1 March	Hill climb
Super Sprint Series C Rnd1	Morgan Pk	14/15 March	Circuit
Sunshine Coast Motor SC	Lakeside DTC	22March	Sprints
GEAR	Lakeside Pk	26 March	Circuit
Grafton Hill climb Rnd1&2	Mountain View	4/5 April	Hill climb – 2 tracks
Super Sprint Series A Rnd2	Morgan Pk	18/19 April	Circuit
Qld Hill climb Series Rnd 2	Mt Cotton	18/19 April	Hill climb
Sunshine Coast Motor SC	Lakeside DTC	19Apr	Sprints
GEAR	Qld Raceway	30 April	Circuit
Super Sprint Series B Rnd2	Morgan Pk	2/3May	Circuit
T&T PreQHC	Mt Cotton	2 May	Hill climb
Autumn Historics	Morgan Park	8/10 May	Circuit HRCC
Qld Khanacross	Proston Rally Track	9/10 May	Khanacross
Stanthorpe Qld-NSW Rnd 2	Carnell Raceway	23/24May	Circuit
GEAR	Lakeside Pk	28 May	Circuit
QLD Hill climb Championship	Mt Cotton	28-31 May	Hill climb
NSW Rnd Hill climb	Mtn View Grafton	6/7 June	Hill climb
Noosa Hill Event	Noosa	6/7 June	Hill climb NBCCC
Super Sprint Series C Rnd2	Morgan Pk	13/14 June	Circuit
2 Days of Thunder	QR	13/14 June	Circuit
Sunshine Coast Motor SC	Lakeside DTC	20Jun	Sprints
GEAR	Qld Raceway	25 June	Circuit
Super Sprint Series A Rnd3	Morgan Pk	27/28 June	Circuit
Shannons Motorsport Aus Champ	Morgan Pk	3-5 July	Rnd 5 Circuit
Qld Hill climb Series Rnd 3	Mt Cotton	4/5 July	Hill climb
Historic Qld	Morgan Park	10-12July	Circuit HRCC
Gold Rush Hill Sprint	Mt Morgan Range	11/12 July	Hill Sprint
Grafton Hill climb Rnd3	Mtn View	19 July	Hill climb
GEAR	Lakeside Park	23 July	Circuit
Qld Hill climb Series Rnd 4	Mt Cotton	25/26 July	Hill climb
Stanthorpe Qld-NSW Rnd 3	Carnell Raceway	25/26July	Circuit
Sunshine Coast Sprints	Nambour Showgrounds	1/2 August	Street Sprint
Qld Khanacross	Proston Rally Track	1/2 August	Khanacross
Super Sprint Series B Rnd3	Morgan Pk	1/2 August	Circuit
Super Sprint Series C Rnd3	Morgan Pk	15/16 August	Circuit
Sunshine Coast Motor SC	Lakeside DTC	23Aug	Sprints
Qld Hill climb Series Rnd 5	Mt Cotton	22/23 August	Hill climb
Leyburn Historic	Leyburn	22/23 August	Street Sprint (Historic)
Grafton Hill climb Rnd4	Mtn View	23 Aug	Hill climb
GEAR	Qld Raceway	27 August	Circuit
Pittsworth Sprints	Reserve Raceway	4-6 Sept	Sprint "Industrial estate"
Reid Pk V8 track Sprints	Townsville	12/13 Sept	Sprint
Sunshine Coast Motor SC	Lakeside DTC	19Sep	Sprints
Super Sprint Series A Rnd4	Morgan Pk	19/20 Sept	Circuit
GEAR	Lakeside Park	24 September	Circuit
Super Sprint Series B Rnd4	Morgan Pk	26/27 Sept	Circuit
Grafton Hill climb Rnd5&6	Mountain View	3/4 October	Hill climb –2 Track weekend
Sunshine Coast Motor SC	Lakeside DTC	3 October	Sprints
Mattara Hill climb	Ringwood Pk Newcastle	3/4/5 October	Hill climb
Speed on Tweed	Murwillumbah	3/4/5 Oct	Street Sprints
Downs Motorsport Sprint	Morgan Pk	17/18 Oct	Circuit Super Sprints
GEAR	Qld Raceway	22 October	Circuit
Super Sprint Series C Rnd4	Morgan Pk	31Oct 1Nov	Circuit
Aust Hill climb Champ	Mt Cotton	5-8 November	Hill climb
Stanthorpe Qld-NSW Rnd 4	Carnell Raceway	7/8 Nov	Circuit
Noosa Summer Hill	Noosa	14/15 November	Hill climb HRCC/NBCCC
Qld Khanacross	Proston Rally Track	14/15 November	Khanacross
Sunshine Coast Motor SC	Lakeside DTC	21Nov	Sprints
Oakey Street Sprints	Oakey	21/22 November	Street Sprint
GEAR	Lakeside Park	26 November	Circuit
Qld Hill climb Series Rnd 6	Mt Cotton	28/29 Nov	Hill climb
Sunshine Coast Motor SC	Lakeside DTC	6Dec	Sprints

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



Some Beautiful Jaguars



JDCQ Sunshine Coast Register

St. Valentines Day 14th February *written & photos by Wendy Gross*

St Valentine's Day is a special one for Stu and me so when we lead a run on this day we try to make it special for everyone who attends. It seems we succeeded, starting with the sunshine after a very dreary and damp week. Seventeen cars arrived for morning tea at Skippy Park; another four cars joined later for lunch.



Morning tea adhered to the theme of the day-heart shaped chocolate covered cakes, heart shaped scones and heart shaped scones laid out on a red cloth decorated with roses. You can only get away with this much kitsch on such a day. In case significant others had forgotten, every lady received at least one rose, and each man, some chocolates to share.



In keeping with the theme of the day we had a couple of special, red cars, an E-type and an XK.



From Skippy Park we travelled up the hill to Peachester, wound through Bald Knob Rd to the Maleny-Landsborough Rd, then across the mountain to Montville before winding down to Palmwoods, through Chevallum, up to Buderim before descending to the Maroochy Bridge Hotel for lunch. What a change a couple of weeks and serious rain can make! The smoky air had cleared away to allow crystal clear views and the hillsides were emerald green. These roads are always scenic but this day they surpassed themselves.

Debbie and John Herbert had made the lunch tables a bit special, too, with a heart shaped little pillow and Valentine's Day greeting.

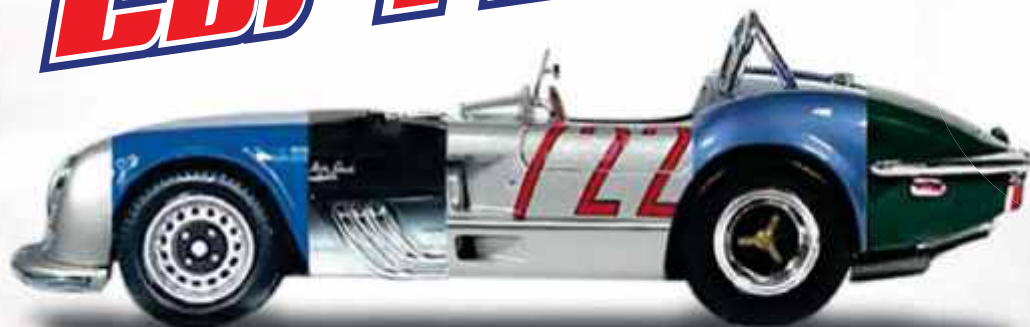
Judging by the noise and the subsequent emails and phone calls, everyone seemed to enjoy catching up with old and new friends.

Wendy Gross



2020 MAC'S BRIDGE *Sports & Classic Car Festival*

Proudly
supporting



SUNDAY 24TH MAY

Qld Rifle Assoc Belmont Range
1485 Old Cleveland Road, Belmont

(see reverse for location map and directions)

Exhibitors: 7.30 am Public: 9.00 am Awards: 12 noon Close: 1.00 pm

FURTHER INQUIRIES

Geoff Johnson: 0413 734 977
Murray Clark: murrayclark1@bigpond.com.au
Mike Kelly: 0407 158 887
Mike Taylor: 0418 983 098

ENTRANCE FEES

Display Car: **\$15.00**
Visitors (including parking): **\$10.00 per car**
Children under 12: **FREE**



Or visit: **TSOAQ.org.au** and click on the Macleans Bridge page just under the logo.

*Activities for all sports and classic car enthusiasts. Proudly presented by the Triumph Sports Owners Association Queensland
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JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg, Maryborough and Hervey Bay

Outing to Isis Club

All members met at 10.00 a.m. and we were all eager to quickly move into 'The Isis Club' as the humidity was at its worst and we were forever grateful for the cool and efficient air conditioning. Most of our hugs and chatting were held off till we entered the Club.

It was once again lovely to see Dave and Margie (who are relatively new members) and to see Robyn and Sandy back on track after surgery and ill health.

It was very lovely to meet Brian Foster, who with his wife had become members of the Wide Bay Burnett Register during the Christmas break. Brian and his wife Dawn own a Bed and Breakfast at Bargara (near Bundaberg), but unfortunately Dawn was unable to attend due to having guests over the weekend period. We all look forward to meeting you soon Dawn.

Of course, first on the agenda was morning tea and there were some very luscious cakes being served to a few members. Following this was our General and Planning Meeting. Lots of ideas were brought forward and we now have a fun-filled year ahead of us. I am really looking forward to Xmas in July.



ROBERT AND LEE LOOKING VERY OFFICIOUS, WHILST TONI LOOKS ON!

Raffle Draw

The first winner for 2020 was a very happy Josie and she was lucky to win a very fancy light which I'm sure Paul will claim as I caught him checking it out. Lee Buckley won the Scratchie and was also lucky enough to receive \$2.00.



BOB PRESENTING BOTH JOSIE AND LEE WITH THEIR RAFFLE PRIZES



JOSIE PREPARING FOR THE
RAFFLE DRAW WITH
BRIAN, PAUL AND
PETER WATCHING ON!

S3 XJ6 refurbishment

The series 3 XJ6 has finally had the steering rack overhauled and re-fitted so it is back level on the ground. I finally finished up the dash panel woodwork but was advised by the paint experts not to complete it with a final coat to 2 pack clear as I first intended. They expressed concern over wood/lacquer/2 pack moving differently with temperature variation which could lead to cracking similar to the typical cracks seen on older XJ dash panels.

I ran into another problem with the wood finish on the sub panel which surrounds the trip computer and fuel tank switches etc. The wood on this panel is glued directly to the metalwork and to make matters trickier the metal edges are bevelled over so it is not a simple case of gluing new wood onto a flat surface. After a couple of attempts to do it properly it was evident that we were going nowhere.

This sub panel is easily removable so it was decided that in the interim I would paint it with a coat of velvet black so the car could be put on the road while a better methodology was worked out to attach new wood. To my surprise the painted panel actually blends in quite well to the rest of the car and I am tempted to leave it that way.

Another problem surfaced when driving the car on our driveway and yard. The brakes were sticking on. Provided that you did not touch the brakes after starting the car engagement into "drive" produced a smooth movement away even at idle. If brakes were applied the rear brakes would not come off immediately. However, if allowed to sit for an hour or so the brakes did release. This is typical of a brake hose problem when it is closing up due to old age. The high pressure gets locked in the brake calliper locking it "on". When left for an hour or two the high-pressure bleeds back through the almost obstructed hose and the brakes are now in "off" mode.

I procured new flexible brake hoses for the front and rear of the car. It is false economy to only do one hose at a time as it is just the precursor to the others which will shortly follow. While attempting to fit the new hose to the rear another problem started. This car is a second-hand pommy import and I had previously battled the body rust and other problems associated with it having been operated on salty roads. When attempting to undo the hard metal brake lines I found the metal nut associated with the hard line was frozen to the line and was twisting the line. It appears that I might have to fit new metal lines as well.

MK1 happenings

I decided to put the Series 3 XJ6 on hold for the moment and attend to a few little jobs on the MK1. The left rear tail light housing was showing signs of typical diecast/chrome corrosion so it was removed and stripped out ready for re-plating. In the Mk1 there are a number of bits held into the housing by copper rivets and these had to be drilled out very carefully.



The housing then went to Wizard Chrome Plating at Narangba for a month or so and finally re-immersed in very good condition. I reassembled the bits back into the housing using brass BA screws and nuts with shake proof washers.

For some unknown reason the MK1 developed some small blisters in the paint on the left-hand front mudguard. When I painted this car about 15 years ago it was a complete bare metal respray and there is no difference in the finish to any other part of the car. However, there is nothing I can do but rub it back and re-paint the whole mudguard as it is a metallic grey.

I also intend to re-finish the dash panel woodwork as it is showing signs of ageing and starting to look a little decrepit. Also, on the list of things to do is to fit a new rear window rubber as it is looking somewhat decayed. This MK1 was built in September 1957 which is a couple of months before I left school and is over 62 years old so you can expect to have to do some continuous restoration with a vehicle of that age.



JDCQ Australia Day

For once I didn't have to drive for hours (or fly) to attend a Jaguar event. In fact, it pretty much came to me. Bullocky's Rest is actually only 1 Kilometre in a straight line from my home. However, there is no direct route and I have to travel about 5 ks in any direction to get there

I had planned to take the MK1 only I was a little delayed in getting the previously mentioned tail light sorted out and opted for the blue MK2. Now years ago, any sort of JDCQ function would have plenty of MK2s hanging around like flies around a jam jar. However, at the Australia Day outing I only spotted one other MK2. They seem to be getting rather thin on the ground.

Foiled again

Honor and I had planned to make the 12 February run to Clifton with the Monocoque Register however the weather gods decreed otherwise. Initial plan was to fly to Clifton but then the aviation weather forecasts deteriorated and that idea was abandoned. As the date approached the overall weather forecasts deteriorated with general rain and showers and chances of minor flooding. So, with a heavy heart I rang Robin Todd and advised him we were not coming. This is the second time we have been beaten by weather in attempting to get to this Clifton event.

Frustration

This article nearly didn't make it to the editor. Apparently, the latest version of Microsoft Windows 10 which was installed on this brand-new computer in September 2019 has a requirement for a "security check" every so often. In the middle of the Series 3 XJ6 article it decided to dump me and a couple of paragraphs I had already written. A frantic call to my "computer guru" ended up with him on the "team viewer" and he managed to sort out the problem and give me the information to meet the security check in the future. Computers-don't you love them!

I was just getting into the MK1 story when Honor came in and advised me that the (her) Falcon ute. won't start. (she loves her ute) Jumpering up to the Mitsubishi Colt proved that the battery had collapsed so I told her to use the Mitsubishi while I finished this article.

I then went to take a couple of photos and the camera turned out to have flat batteries!!!!

Until next edition – safe Jaguaring



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A Few Points on Registration and Insurance

written by Lloyd Andersen

As your Club's officer for Special Interest Concessional Registration, I have found there are some issues and misconceptions about that need some clarification.

Seniors Concession.

If you are a Queensland resident over 65 years old, you are entitled to a percentage reduction in your annual registration cost for your daily driver vehicle. This is called Seniors Concession. It is an annual saving of a couple of hundred dollars. To obtain this reduction, you just contact the Transport & Main Roads Department. It is restricted to only one car per household. However, I have heard of couples with different surnames having it on two.

Special Interest Concession.

A vehicle over thirty years old may be put on Special Interest Concessional Registration.

To do so requires a letter from a Club official (for JDCQ that is me) to certify the age of the vehicle and that you are a Club member. The annual registration and CTP cost is then about \$230, which is a big saving, especially for a V12. But you must remain a Club member and there are restrictions on use of the vehicle. You cannot use it as your daily driver.

There are no restrictions on the number of vehicles you may have on Special Interest Concession.

CTP Insurance.

I have heard of cases where cars are on Special Interest Registration, but the owner is paying much more. The problem is that the rate of CTP was not changed. You need to ensure that it is on the cheaper class five CTP.

Impromptu Runs.

Queensland Transport and Main Roads agreed last year to allow cars on Special Interest Rego to be used for what are called impromptu runs. This allows you to make up your own official run just by posting notice of it on the Club website. If you need to know more about how this works, please contact our website administrator, Paul Lucas.

Electric Motor Conversions.

I read in a British magazine that there is a growing interest in converting classic cars to electric motors. Perhaps inspired by a converted E-type used for a certain royal wedding. The magazine article points out that once a car has been converted, the British equivalent of Special Interest Concession no longer applies, and the car must revert to full registration. The British authority considers that the modern motor means the car has lost its claim of being a classic. Expect Australia to follow suit.

Theft and Insurance.

The same magazine contains an article noting a growing trend of theft of classic cars to be sold abroad under different chassis and engine numbers or to be broken up and sold for parts.

Such cars are almost never recovered. Owners who thought they were covered for agreed value then find their insurer is only willing to pay out what they decide is market value, usually based on the cheapest similar model on the market. There can be a big difference between that and the value of newly restored car.

SUNDAY, 17th MAY, 2020



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Jaguar National Rally 2020

Perth 27th – 30th March

South West

30th March – 4th April

Registration for the 51st Jaguar National Rally will open during October.

The Rally will be held in two phases commencing in Perth where the Rally headquarters will be at the Joondalup Resort about 25km north of Perth. Phase two will be based in the South West Region where the headquarters moves to the Abbey Beach Resort on the shores of Geographe Bay.

An informal 'meet and greet' evening will be held at the club rooms of the Jaguar Car Club of WA on Thursday 26th March 2020, all delegates are welcome.

Registration can be made as normal for those attending all Rally events (full registration) or for those only able to attend some events then a partial registration is an option (casual registration). Registration can be made by a 'Single' or by a 'Couple' for either full or casual registration options.

The Rally website provides full details of the Rally programme together with links to accommodation and other venues. View details of all activities, make your selections and book and pay online. Helpful hints are also provided for those who will be driving to the West or freighting their car over.



Please come and have a great time with us in WA

Registration goes live in October 2019 - www.jaguarnationalrally2020.org.au

Enquiries: Contact Steve Cole, Deputy Director: smajcole@bigpond.com 0419 853 283

AUTOMOBILIA
JAGUAR MASCOTS



JAGUAR: THE STORY OF A MASCOT

If you've ever wondered how the Jaguar mascot came about and why there are subtle differences in its various designs, you'll find all you need to know right here

WORDS AND PHOTOGRAPHY: IAN COOLING

Frederick Gordon Crosby's leaping Jaguar is one of the most instantly recognisable motoring symbols in the world. In this article, I shall examine the company's evolving use of a Jaguar image and the events that led up to Gordon Crosby being awarded the commission by SS Cars to create its mascot. I shall also deal with the controversy about his

inspiration for the mascot which surfaces from time to time, as well as reviewing the three versions of the mascot that graced Jaguar bonnets and radiator caps from 1938 until 1970, when the 420G went out of production and the Jaguar mascot went out of use for nearly 25 years.

The Jaguar line was launched by SS Cars in 1935, but the brochures and other sales literature for model

year 1935/36 did not feature the feline. Instead, they stuck to the single word 'Jaguar', which was also added below the SS Cars hexagon on the winged logo of the era.

Experimentation with the feline shape began around the summer of 1936, with the front cover of the company's brochure for model year 1936/37 having a rather striking embossed Jaguar head facing left



Above Left: This is the first representation of the Jaguar feline to appear in the company's sales literature. It was the frontispiece in the 1936/37 sales brochure and shows a fine-looking beast heading off purposefully in search of lunch! **Above Right:** This embossed Jaguar head was on the cover of the 1936/37 sales brochure; it is covered in gold leaf and the scroll below has the Latin motto *Celeriter et Silencio*

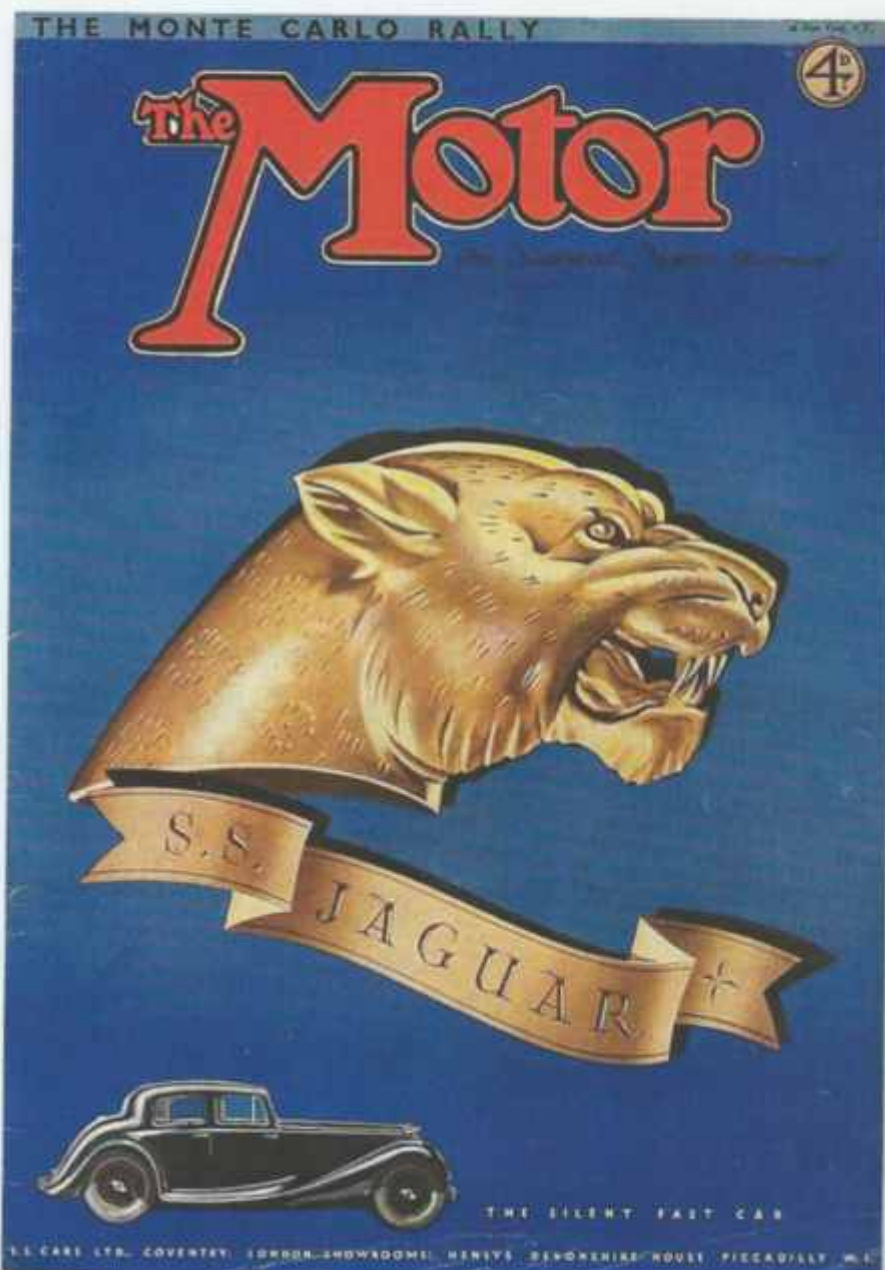
and covered in gold foil. Below the head was the Latin motto *Celeriter et Silencio* (swift and silent), while inside the same brochure was a very impressive piece of artwork of a determined-looking Jaguar leaving the page to the right in search of lunch. As was common in those days (and even now), no artist was credited.

The head and motto did not find long-term favour. A different version of the head, this time facing right, appeared on the cover of the February 2nd, 1937 issue of *The Motor*, but the motto had been reduced to a rather clumsy English version – *The Silent Fast Car* – and tucked away at the foot of the cover.

The catalyst for SS Cars adopting a mascot may have been the sight of a Desmo Jaguar mascot on the radiator cap of a car in the Foleshill works, probably sometime in late 1937 or early '38. The stories vary, but either Bill Rankin (SS Cars' marketing chief) saw the mascot and described it as a 'cat shot off a fence' to William Lyons, or that was Lyons' own comment. Either way, Rankin was told to create a Jaguar mascot for SS Cars.

Again, the subsequent stories vary. One suggests that Rankin (an amateur sculptor) was told by Lyons to create a mascot himself, while another reports that he was instructed merely to organise this. At one point I spent much time trying to track these stories down, including days at the British »

Right: This Jaguar head appeared on the cover of the February 2nd, 1937 issue of *The Motor*. Clearly the company was still experimenting, as this head differs from the one on the cover of the sales brochure. The motto is now reduced to a banal version in English: *The Silent Fast Car*



JDCQ Mk2 Burlings with Robin Todd

Well the fires have gone as has the smoke and the hail storms as well as most of the rain and the almost floods so all is well except that the endless rain has the once bare dirt yard covered in grass and weeds that seemingly grow at 100mm a day, which is very appropriate as that is about the amount of rain we get each day too. I was fighting a losing battle with the grass and had virtually decided it was just a bit too much for a tired old man and his tired old mower, when the other morning there was a knock on the door and low and behold there was my neighbour saying he had just mowed his yard and would it be ok if he mowed mine Time yourself saying yes please, go for it" then take just under half of it and you have some idea of the time it took me to agree

He is one of those special people who never seems to stop working. He is a builder by profession and frequently leaves for work in the 5am to 6am time frame. If he gets home in any sort of twilight he then runs with the mower to tidy his yard, prunes trees and or weeds gardens, feeds his birds, chooks, horse and dog. Absolutely exhausts me just watching him. He and his offsider replaced his hail damaged roof the other day, they did it all except for a few little fiddly bits over porches etc, they had all of about 20 minutes off the roof to partake in some lunch. Both Valerie and myself were so exhausted just watching that we had to go and have a rest. He has done most of the repairs to the hail damage to our house too except for the roof, which I think is currently composed of bent tin, heaps of silicon, and some super doopy sticky tape but at least the leaks seem to be blocked up.

As well as all the above we also had a fair dose of dust storms so much so that I was worried that when the rains came I would have more lawn growing on the roof of the Mk2 and XJ6 than in the yard. Got the FG out and used it to tow the Lancer out. I used to push it in and out of the shed but have found that towing it is much easier. Cleaned the Lancer, without of course using water, as we have very severe water restrictions because apparently any water that falls in our area is much more necessary in the lower Murray so they can have their waterski carnivals etc. Anyway to work with my super Vac thingo that has so much suction it even removes things that have been taped to the floor. I didn't seem to be making much progress then I noticed the bag had developed a small split so most of the dirt was coming straight back out again. Race tape to the rescue again but soon progress was even worse. This time a big piece had been blown out.

. I had been having such a wonderful time that I had failed to notice the sky to the South and West was a dark black/blue colour with flashes of lightening every few seconds, and the thunder was real not some distant rumbling. The time for action had arrived - no time to push the Lancer back. Start it and drive it in. It starts but won't run properly until in one flash of lightening, you see the sky is really dark now, I see that one carby is still on full choke. So back the car in remembering that the shed is now some pitch black cavern and I'm getting my general directions by looking straight ahead. Safely parked now for the FG which of course had been parked with the windows down because it was so hot.

Just over 40 degrees when I started this silly exercise. Now CAMS or whatever they call themselves now. As an aside I always find it interesting that organizations that don't generate any income for themselves are so keen to subject the tax, rate, levee paying supporters to the huge cost of a name change to make the organization more appropriate and not do anything for the supporters mentioned above. The rule says a Driver should be able to extract himself from his car in 6 seconds or 7 seconds if using a door on the other side of the car. I have done it but since then the door has shrunk or something. Anyway the car was very cleverly positioned near some boxes of important things beside the XJ6 such that the door would only open probably half its usual opening. 6 Seconds extraction was out of the question so it was a fair struggle but eventually I managed to get the FG safe in the shed so close the door run through the rain to the safety of the house. Now remember it was 40 degree heat and I was in the shed using a vacuum cleaner that was blowing all the dirt straight onto me, then struggled out of a hot [it had been standing in the sun] car and run through the rain to the safety of the house only to be greeted by my Valerie saying "don't think you are coming into this house like that !!!". A shower etc and all was tea and cake just before the power failure.

A couple of days later we went for a bit of a drive to cruise through the beautiful green countryside. Next morning we had to go to town for a blood test for Valerie, I think, and noticed the car felt a bit funny. A quick look revealed a flat rear tyre. The trouble with wide rims and modern low profile tyres is that a flat tyre is not as noticeable as it used to be with the old 70 series profile tyres on 5 inch rims. I can't recall the last time I had a flat tyre on my daily use car, it must be years and years, I can't even recall which car it was it is so long ago. Anyway who can't change a flat tyre - me, even with an extension on my long brace I couldn't budge any of the nuts so we called the RACQ. I have in the past said some not all that nice things about the RACQ but this bloke was prompt and friendly. He did need an extra long extension on his spanner and a lot of huffing and puffing to get the nuts undone. I remember one time asking a tyre fitter what tension he was using on his rattle gun and he said about 90 pounds - and that is why mere mortals have trouble changing tyres at the side of the road. My RACQ mate said that it was not uncommon to find the nuts that tight. We retired to the shed to look at cars and he said he had restored a Mini Cooper but had sold it to buy a house for himself and his new wife. So I consoled him that, that was the normal path and eventually when the children grow up and leave home he can return to his hobby. Anyway he had fitted the "Space Saver" spare tyre and we cruised very gently in to town to eventually get a new tyre fitted.

So that's all the fun for the summer break

And on that bright note
Hope to see you one and all in 2020.

Robin Todd

JDCQ Classic Monocoque Register Calendar for 2020

The calendar for 2020 is not finalized yet as we may reactivate the "Autumn Ambles" and "Spring Saunters" again for a couple of overnights. We actually have three venues in the planning stages but being rather brilliant at mathematics I can tell at a glance the three does not go into two so we need to decide which one to drop. Also we may just settle on just a couple of Country Pubs and alternate for the second Wednesday of each month between February and November. As usual the arrangements will be to meet at the venue at 11.30am for 12 Noon. Buy off the menu for your own meals and drinks

Wednesday 11th March - Yangan Hotel, Yangan

Wednesday 8th April - Royal Hotel, Allora

Wednesday 13th May - Tentative Overnighter

Wednesday 10th June - Rudds Rub, Nobby

Wednesday 8th July - Sandy Creek Pub, Allan Warwick

Wednesday 12th August - TBA

Wednesday 9th Sept - Tentative Overnighter

Wednesday 14th October - TBA

Wednesday 11th November - Bestbrook Resort

It would be appreciated, if you could give me some sort of expression of interest, if you are interested in attending either of the Overnights

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.

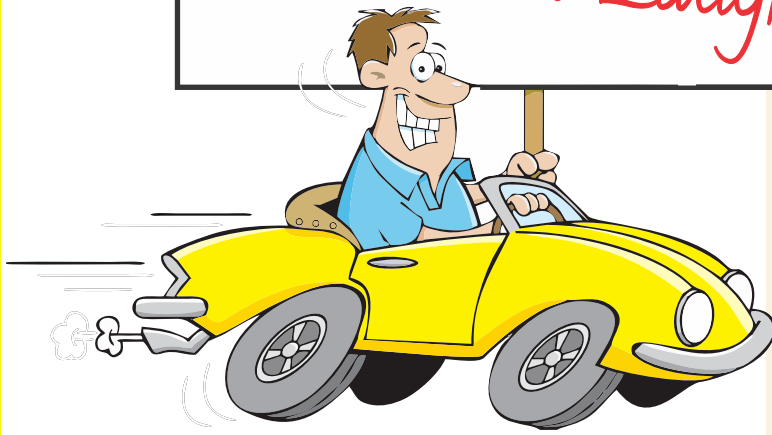
See you at a JDCQ Monocoque Register Luncheon soon

Robin Todd

Phone 07-4664-8509



Let's have a Laugh



THEY SHOULD HAVE ASKED MY HUSBAND

by
Pam Ayres

You know this world is complicated, imperfect and oppressed
And it's not hard to feel timid, apprehensive and depressed.
It seems that all around us tides of questions ebb and flow
And people want solutions but they don't know where to go.

Opinions abound but who is wrong and who is right.
People need a prophet, a diffuser of the light.
Someone they can turn to as the crises rage and swirl.
Someone with the remedy, the wisdom, and the pearl.

Well, they should have asked my 'usband,
He'd have told'em then and there.
His thoughts on immigration, teenage mothers, Tony Blair,
The future of the monarchy, house prices in the south
The wait for hip replacements, BSE and foot and mouth.

Yes, they should have asked my husband
He can sort out any mess
He can rejuvenate the railways he can cure the NHS
So any little niggle, anything you want to know
Just run it past my husband, wind him up and let him go.

Congestion on the motorways, free holidays for thugs
The damage to the ozone layer, refugees and drugs.
These may defeat the brain of any politician bloke
But present it to my husband and he'll solve it at a stroke.

He'll clarify the situation; he will make it crystal clear
You'll feel the glazing of your eyeballs, and the bending of your ear.
Corruption at the top, he's an authority on that
And the Mafia, Gadafia and Yasser Arafat.

Upon these areas he brings his intellect to shine
In a great compelling voice that's twice as loud as yours or mine.
I often wonder what it must be like to be so strong,
Infallible, articulate, self-confident... and wrong.

Well, they should have asked my 'usband,
He'd have told'em then and there.
His thoughts on immigration, teenage mothers, Tony Blair,
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Upon these areas he brings his intellect to shine
In a great compelling voice that's twice as loud as yours or mine.
I often wonder what it must be like to be so strong,
Infallible, articulate, self-confident... and wrong.

When it comes to tolerance — he hasn't got a lot
Joyriders should be guillotined and muggers should be shot.
The sound of his own voice becomes like music to his ears
And he hasn't got an inkling that he's boring us to tears.

My friends don't call so often, they have busy lives I know
But its not everyday you want to hear a windbag suck and blow.
Encyclopaedias, on them we never have to call
Why clutter up the bookshelf when my husband knows it all!

The Enig

Laughing Matters

Retarded grandparents

contributed by Susan Capps

After summer vacation, a teacher asked her young pupils how they spent their holiday away from school. One child wrote the following:

We always used to spend summers with Grandma and Grandpa. They used to live in a big brick house, but Grandpa got retarded and moved to Florida. They go to a building called a wrecked center, but they must have got it fixed because it is all okay now, and do exercises there. There is a swimming pool too where they all jump up and down with hats on.

At their gate, there is a doll house with a little old man sitting in it. He watches all day so

nobody can escape. Sometimes they sneak out. They go cruising in their golf carts. Nobody there cooks, they just eat out. And, they eat the same thing every night: Early Birds.

Some of the people can't get out past the man in the doll house. The ones who do get out, bring food back to the wrecked center and call it pot luck.

My Grandma says that Grandpa worked all his life to earn his retardment and says I should work hard so I can be retarded someday too. When I earn my retardment, I want to be the man in the doll house. Then I will let people out so they can visit their grandchildren.

Regional Liaison Report with Wendy Gross

The calendar is starting to fill again as all the Registers start their driving years. As at the time of writing, already Capricornia and Mackay have had an Australia Day function, Sunshine Coast have had two events and the other Registers are also off the mark.

As most of you would be aware, due to ongoing health issues, I had to withdraw from organising the Queensland Rally and, since it was unfair to ask Rob McLean to continue alone, cancel the event. It is still a good idea which just needs a few willing volunteers to help organise.

The original plan was to centre around Bundaberg because it was almost a midpoint but that is really negotiable. A big 'thank you' to Rob McLean for all the work he had done in scouting out venues.



This year we are going to try to advertise all runs on the JDCQ Facebook page as a way of encouraging 'try before you buy'. Likewise we would like to have pictures from every Register's runs on that page to showcase the fun we do have. Gaylene McLean has been doing a great job for the Wide Bay/Burnett Register and we'd like photos from all the Registers. We have quite a few members who like to record events and I'd be pleased to receive copies, with a note about when and where, to liaison@jagqld.org.au so that they can be posted on our page.

Membership News with Stu Gross

Hello Club Members,

The Club would like to welcome the following new members who have joined since the January/February issue of the magazine.

Brian & Dawn Foster
David Vann
William Matheson
Eric & Evy Page-Hanify
Ted & Sherri Szmolnik
Adrian & Joan Bulcock
David & Margaret Cordell
Margaret Martell



The Club currently has 426 members which includes 17 Life Members.

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

JDCQ Modern Compact Register

Modern Compact & Grand Tourer Register Combined Event

by Terry Whitehouse

On Sunday 16th February, the Modern Compact Register and the Grand Tourer Register had a combined run and lunch, which culminated in fifty one members meeting up at a park in Ipswich, in preparation for the drive to Amberley Air Base, for their Open Day.

On arrival at the air base we were directed to park in an area designated for our Jaguar group, and 23-24 beautiful Jags were displayed in a long line. Unfortunately, due to their strict security measures, we were not allowed to take photos in this area. There was quite a long walk from the car park to the hangars, which was a bit much for some, on such a hot day, but after a chat with one of the attendants, rides back to the car park, for later, were secured with our rescue vehicles, driven by Carl Brown and David Willmott.

There were four hangars to browse through, and if the enthusiasm from my husband was anything to go by, there was certainly lots of exciting stuff to see. The Darling Downs will be repeating this event for their history run, in April, so Marie and myself decided to "save ourselves" for that time, when it will be cooler to walk around. We sat with a drink in the reception hangar and "people watched", it was quite entertaining and surprising how many people did, actually, come to visit the air base, obviously a popular place. One little chap, about two years old, was, so amazed to see the plane that was in the reception hangar, his face was a picture of joy and wonder.

After a couple of hours everyone was rounded up and we made our way back to the cars. Then set off in a convoy, again, to drive to the Bottletree Pub, in Glamorgan Vale, for lunch. The bottletree Pub is the regular venue for the Modern Compact monthly lunch, it is a great pub with terrific owners and staff, they always look after us very well. When we arrived at the pub the car park had unexpectedly been taken over by about thirty motorbikes, usually the pub owners rope off an area of the park for us but were caught unawares this time, and lets face it would you ask 30-50 members of a bikie gang to move their bikes, no I don't think so. We all managed to find parking spaces and were soon set up in the dining room, which we filled, and settled down to a well looked forward to drink before ordering lunch. Frank and his team didn't let us down, and food was ordered and served without delay. The meals, were as always, really good quality and quantity, and everyone was happy with their choice of meal.

Thank you to Terry and Carl for organizing the event, and thank you to everyone who came along, it was great to meet you all.



THE TRIALS OF MOTORSPORT



Racing Red XJS contested the first round of the Queensland Championship at Morgan Park Raceway, Warwick. A wonderful circuit complex with a great variety of track options.

In the third event, the fuel pump failed so no fuel pressure and the engine stopped. No big deal, these things happen. So the XJS coasted to a halt, parked on the grass well off the track and waited until that run had finished. Then a tow truck appeared and hooked up the XJS on the end of a long strap for a tow back to the pits.

However, whilst going up a hill, the tow truck paused, I didn't realise very quickly and didn't have much braking anyway with a dead engine. The tow strap went slack. Then the tow truck driver realised what was happening and took off quickly to catch up but the resulting jerk as the tow strap went tight, pulled the front of the car right off.

Quite a bit of mending needed. Bumper and spoiler damaged and bolt holes ripped out. The steel angle behind the bumper bent and the chassis rail ends pulled together. Panel in front of the radiator all bent up.

All fixed now and ready for the next event. The chassis rails jacked apart and the panel between them back where it should be. Fibreglass repairs to the bumper and spoiler. New cross beam behind the bumper fabricated and new tow eyes fitted.

Fitting a new fuel pump only took a few minutes, two hoses and one clamp, job done.



Before



After

Mid-week drive to Garage 25



by Paul Lucas

After days of rain and overcast skies, the sun broke through on the morning of Wednesday 26th February 2020 for a promising start for the drive to Garage 25 at Coomera on the Gold Coast. By 10 o'clock that morning the main contingent of Jaguars had arrived at the assembly point at Travel Centre 34 just off the M1 at Eagleby. After waiting for any latecomers to arrive we headed off in convoy down the M1 toward the Marine Precinct at Coomera with Phil Sperry as tail-end Charlie.

Arriving at the venue, Jo the manager of the Espresso 25 coffee shop in front of the Garage 25 museum, had blocked off sufficient car parking spaces with yellow cones to ensure there was plenty of parking for our Jaguars.

We were greeted by a number of Gold Coast Register members had already arrived at the venue.

The coffee shop was kept very busy supplying drinks and food to our group of 50 club members and friends. Much discussion about cars could be overheard coming from the various tables as members tucked into their morning tea or coffee.

Once the food and drinks had been consumed most made a bee-line for the car collection behind the large glass windows. More automotive type discussion followed as we perused with envy the large collection of immaculately presented cars, motorbikes and even a boat and vintage Pace lawn mower.

Garage 25 is owned by former racing driver Tony Longhurst and is named after his iconic racing number. His private collection of more than 30 vintage, classic and retro road and race cars and bikes currently includes a 1965 Corvette, Model T Ford, 1957 Cadillac convertible, T-Bird, Ferrari Testarossa, Vincent HRD and the 2018 Bathurst 12 Hour class-winning BMW.

After much perusing and discussing, more coffee and cake, some of our members started to head for home as rain clouds loomed. All agreed that this was a great venue and a hidden gem.

A successful run with 23 Jaguars, 45 club members and 5 visitors. It was good to see 16 Gold Coast and 3 Sunshine Coast members join the run. It gave us all a chance to catch up with members whom we otherwise may not get to meet.

Paul Lucas



PEAK CROSSING

Sunday 30th August 2020

A DAY IN THE COUNTRY



Mark Buchanan
www.markbuchananphotography.com.au

Members of **The Jaguar Drivers Club of Queensland** are invited to an "Invitation Only" Charity Day on Sunday 30th August 2020 at Peak Crossing from 10am onwards hosted by the Jaguar Drivers Club of Qld.

Neil and Jenny Summerson will again generously open their property for this event with all funds raised going to The Rotary Club of Fassifern Valley.

This is a unique opportunity for invited car clubs to mix with other like minded car enthusiasts, without general public, to view a diverse range of vintage, classic and inspirational cars whilst supporting a great charity.

The Rotary Club food van will be serving refreshments and a bbq lunch at reasonable prices. Your support of their efforts is greatly appreciated.

A coffee van will also be available.

Entry fee at the gate will be a donation of \$25 per car.

Please RSVP before 31st July 2020 to:

Contact: **Tony Nelson/Rob Ingram**

Email: **eandftyperegister@gmail.com**

In your acceptance please advise the vehicle you will attend in, year of manufacture, colour and number of attendees.

Once registered, expect an email reply from your marque coordinator around mid August giving address and timings etc.

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 date or details.



Jaguar Drivers' Club Queensland Regalia

Create the Club Image at events and display days



Peaked Cap



Bucket Hat



Metal grille badges in maroon or green.



Window Sticker
Club logo 82mm wide

Club regalia is green and white with embroidered club logo.

Shirt sizes from mens small to 4XL and ladies style from Size 8 to Size 12

Sun protection UPF 30.

Shirt material 50% polyester, 50% cooldry (breathable comfort of cotton and the quick dry of polyester)

Name

Membership Number

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1 st shirt	\$ 25.00	\$ 8.50	\$
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Bucket Hats	\$ 12.00	\$ 3.30 or \$ 0.00 with a shirt	\$
Grille Badge	\$ 33.00	\$ 3.30	\$
Window Sticker	\$ 2.00	\$ 1.10	\$
Total \$			\$

Postage will not be required if delivery is not urgent and you are attending events that are also being attended by a JDCQ committee member. Send order by email to regalia@jagqld.org.au

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Only 70,700km, regularly serviced with log books, meticulously maintained since new, and in immaculate condition. This sports model has all luxury features and the larger 3 litre V6 twin turbo diesel engine, which gives outstanding true Jaguar performance; yet in actual highway cruising the car consumes a meagre 6 litres per 100km. This is the perfect modern Jaguar sedan to own, and one in this condition and specification is terrific value, considering the original purchase price.

Price: \$25,500

Contact: Bryson Talamini

Tel: 07 3202 7136

Email: btalamini@bigpond.com

Location: Bellbowrie



1964 MK2 Jaguar Automatic

Rebuilt engine done 2000k's
Rebuilt gearbox at same time
Rebuilt front end at same time
Interior refitted at same time

Wire Wheels

Tyres- excellent

1 set of solid rims and tyres as spares

2 starter motor spares

Spare dash

Spare brake disc

Price: \$48,000 ONO

Contact: Mick Keyte

Mob: 0448 252 177 or

0429 135 015 for inspection.

Location: Gloucester NSW



1999 Jaguar XK8 Coupe

Same owner since new. It has travelled 250,000 km. Registered until May 2020. Safety certificate available. Has an oil leak but otherwise in very good condition

.Price: \$31,000

Contact: Ross HensmanMob:

0409 547 964Email:

r.hensman@bigpond.com

Location: On the Sunshine Coast

Parts & Accessories

Collection of Australian Jaguar Magazines

Editions 26 to 200Years
April/ May 1989 – December 2019
Also Edition 22
August/ September 1988
175 magazines in total.

All are in exceptional condition, none missing.
Price: \$200 for the lot but I am willing to negotiate on any reasonable offers.

Contact: Sandra

Mob: 0413 185 371

Location : Bellbowrie

Jaguar Workshop Manuals

Genuine Jaguar XJ40 Parts
Catalogue 2.9 & 3.6 Litre

Price: \$40

Jaguar XJ40 Workshop
Manual Owners Edition
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1986 to 1994 180 pages.
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Price: \$40

Jaguar XJ12 S1 & S2
Autobooks Workshop Manual.

Price: \$20

Contact: Sandy

Mob: 0402 029 906

Location: Brisbane

Collection of Jaguar World English Car Magazines

159 in TOTAL

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Volume 3 number 2 winter 1990 to Volume 4
number 6 July/ August 1992

It then became JAGUAR WORLD

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All there except May 2005

All in excellent condition Some very interesting reading for Jaguar lovers and/or collectors

Price: \$160 negotiable

Contact: Sandra

Mob: 0413 185 371

Location: Bellbowrie

Parts & Accessories



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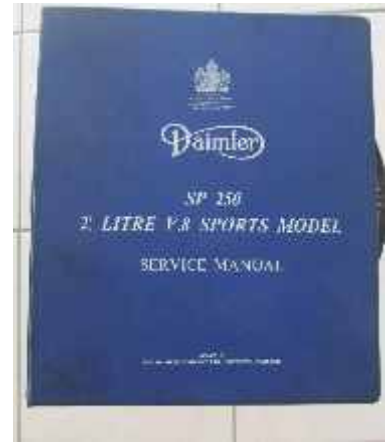
In very good used condition

Price: \$500

Contact: Denise Hutchins

Email: denihutchins@gmail.com

Location: Gold Coast



Daimler SP250 Dart V8 Sports Genuine Workshop Manual

Price: \$170

Contact: Sandy

Mob: 0402 029 906

Location: Brisbane

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- Jaguar Workshop Service Manual XJ6/XJ40 2.9 & 3.6. 5 Volumes \$100

Any Question Just Ask Sandy

Contact: Sandy Mob: 0402 029 906

Location: Brisbane



1985 Jaguar XJSC

This 3.6 litre 5 speed manual XJSC is reliable, drives beautifully and looks great. I have owned it for 14 years but must sell due to deteriorating health. Much restoration is already completed. Club registration to August. 130,000km. New tyres and battery. Road Worthiness Certificate supplied.

\$25,000 ono

Phone Rob 0409 091 200

1957 Jaguar Mk1 3.4L manual with overdrive

She was manufactured on 27 August 1957 according to the Jaguar Heritage Certificate. She was first registered on 10 January 1958 in The Hague in the Netherlands. Since 1969 I am only the third owner, i.e. 50 years. She has travelled many European countries, notably all over England. Between 1976 and 1982 she underwent significant body work restoration, due to disastrous European winter conditions, ended up rust free and was repainted in the original Imperial Maroon colour in April 1982. She arrived in Melbourne in June 1982 due to our emigration. Because of Victorian legislation at the time she was, reluctantly, converted from left hand drive to right hand drive. The interior is, apart from the floor coverings, original and in good condition for its age. Dashboard etc. is still left-hand drive and the odometer is in Km not Miles. She has a factory installed sunroof. In January 1983 I drove her from Melbourne to Brisbane due to starting work. For the last 16 years she lives in the Scenic Rim where driving around is still a pleasure without being hassled by busy traffic. On 27 August 2017, her 60st birthday, she attended the Peak Crossing Display day.

A complete set of logbooks from the beginning in 1958 to the present is available with the car. The original toolbox is with the car. Official Jaguar maintenance and spare parts manuals come with the car.

She has been mechanically restored here in Brisbane. Because of the original all around drum brakes' poor braking capacity in today's traffic, the front brakes were converted to disc brakes for safety sake to meet current traffic conditions. The original front drum brakes are available as are many



spare parts. A complete engine overhaul was conducted by Don Milner in 2016, and since then has done about 2000km, so is barely run-in. New tyres have just been fitted.

Although not perfect, this is a unique and certainly better example of the few Mk1 cars that are left on the road today. This is a reluctant sale due to downsizing.

Price: \$15,500.00 ONO

Contact: Ben Groothoff

Mob: 0407 150 385

Location: Aspley

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The first ever British Grand Prix was held in 1926 at Brooklands, Surrey, and was won by French drivers Robert Sénéchal and Louis Wagner. Here Sénéchal leads Malcolm Campbell, who was driving a Bugatti, illustrated London news, 13 August 1926 <http://bit.ly/30M9Avv> #1920s



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SS, MkIV, MkV



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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

eandftyperegister@gmail.com

Tony Nelson 0421 646 945 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

Secretary Carl Brown 0438240769



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

Membership Application Form

INVOICE



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

ABN: 31 195 910 938

PO. Box 3513, South Brisbane, Queensland, 4101

Title.....Surname.....Title.....Surname.....
 First NameFirst Name.....
 Preferred NamePreferred Name
 (Badge Name)(Badge Name)
 Postal Address.....

 Home Tel: (0).....Mobile.....
 Work Tel: (0).....EMail:

Details of Jaguars Owned

Model	Year	Engine size	VIN / Chassis No:	Colour	Rego No:

For more Jaguar details, photocopy and use reverse side

Full Year Membership (1st July 2019 – 30th June 2020):

Option A \$105+ \$50 Joining Fee = \$155 - Option A includes Qld Jaguar Driver Magazine

Option B \$160 + \$50 Joining Fee = \$210 – Option B includes Qld Jaguar Driver Magazine + Jaguar Magazine

Part Year Membership (If after 1 December) (1st December 2019 – 30th June 2020):

Option A \$55 + \$50 Joining Fee = \$105

Option B \$85 + \$50 Joining Fee = \$135

Option Chosen: please indicate your choice

A	B	Total of Payment Made	\$

<u>Office Use Only</u>	
Entered in Database	
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

You can also apply for membership online at www.jagqld.org.au and click on the “Join Here” tab.



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Jaguar Club Cloth Badges



There have been enquiries from members for cloth badges, showing our logo for the Jaguar Drivers' Club of Queensland, the same size as on the Club shirts.

We need to know how many members would be interested.

The badges would be available at \$ 9.50 each.

Please let us know of your interest, if enough members want them then we will order a batch to be made.

Respond please to Helen by email:
regalia@jagqld.org.au

Smaller Shirts Now Available



By Popular Demand

The Club has increased the range of shirts to now include sizes for the smaller ladies.

**Ladies sizes 8, 10 and 12
are now available**

This supplements the range of Club shirts already proving so popular with Club members, as now being seen at every Jaguar Drivers' Club Queensland event.

All the other sizes continue to be available:
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