

*Queensland*  
**JAGUAR**  
*Driver*  
*July - August 2021*



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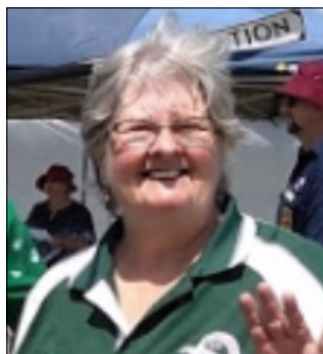
  
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# Queensland Jaguar Driver July - August 2021

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



### EDITORS MESSAGE

Hi Everyone,  
Well, once again we seem to be going through some uncertain times, I think that masks, signing in wherever we go and social distancing is going to be a part of our lives for

a long time to come, I hope you are all keeping well and avoiding affected areas.

There are a lot of events coming up that are open to all members to attend, among them, A Day in the Country, and All British Day, two terrific events.

We are halfway through 2021 already and quickly heading towards the time when new Committee members will be needed, I do hope that we will get members to put themselves forward or nominate another member they know to be willing to take on a role, either on the committee or in one of the noncommittee roles.

Before I sign off, for this issue, I would like to send out a special get well message to Allan and Barry, two of our Darling Downs members, who have been unwell in hospital, recently, and hope they are now on the mend and soon up and about again, we are thinking of you both.

That's it for me now, stay well, travel safe till next time.

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

Beautiful Series 1 OTS 1962  
belonging to Wayne Stevens  
Photo courtesy of Scott Nelson TPR Media

### Next Jaguar Driver Magazine.

Deadlines for  
Closing Date for Contributions 24th August 2021  
Classifieds Deadline 22nd August 2021

### Life Members

Margaret Rowse	Ron & May Gaudion	Graham Hein	George & Loy Latimer
John & Monica Tupicoff	Tony & Karen Herald	Peter & Michelle Drew	Colin Galley
Len & Joan Henderson	Kieran & Marianne Lillis	Ray & Gwen Howlett	Di Cooper
Lloyd & Lorraine Andersen	Robin & Valerie Todd	Tom & Irene Ross	Peter Lehrke

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# Queensland Jaguar Drivers Club Forthcoming Events

Due to the COVID Virus, it should be noted that any of these events may have to be cancelled at short notice

## JULY

Thursday 1st	Chassis Based	Register lunch @ Karalee Tavern Karalee	Lloyd 32948960
Tuesday 6th	Darling Downs Register	Coffee Run Southern Hotel Ruthven Street North Toowoomba	Richard 46351051 richard.gill3@bigpond.com
Wednesday 7th	Gold Coast Register	Midweek Breakfast Run	T. Ross 0475001197
Wednesday 14th	Monocoque Register	lunch @ Sandy Creek Pub Warwick	Robin 46648509
Sat/Sun 17th/18th	Wide Bay Burnett Register	overnight Christmas in July Maleny, Montville, Mapleton	see flyer
Sunday 18th	Noosa Classic Car Show		
Sunday 18th	Gold Coast Register	Christmas in July Luncheon	D. Duncan 0413181919
Saturday 24th	Modern Compact Register	lunch @ The Bottletree Pub Glamorgan Vale	Terry 0409072500
Monday 26th	Gold Coast Register	Monthly Meeting	

## AUGUST

Tuesday 3rd	Darling Downs Coffee Run	Toowoomba Sports Club meet car park off Russell Street	contact Richard 46351051 richard.gill3@bigpond.com
Wednesday 4th	Gold Coast Register	Midweek morning tea	D. Willmott 0408455249
Thursday 5th	Chassis Based Register	lunch @ Karalee Tavern	contact Lloyd 32948960
Sunday 8th	Darling Downs Register	Annual Sports Event Mini Golf Toowoomba	contact Kieran 46648509
Wednesday 11th	Monocoque Register lunch	@ Flavours Cafe Boonah	contact Robin 46648509
Wednesday 18th	Wide Bay Burnett Register	trip to Hervey Bay	
Wednesday 18th	Capricornia Register	trip to Hervey Bay	
Wednesday 18th	Sunshine Coast Register	Dularcha Railway Tunnel Walk	plus AGM contact Lindsay & Susan
Saturday 21st	Modern Compact Register	Lunch @ The Bottletree Pub Glamorgan Vale	Terry 0409072500
Fri 27th - Sun 29th	Gold Coast Register	Chairmans Getaway to Glenn Innes	Di Cooper 0411176050
Sunday 29th	E and F Type Register	A Day in the Country (limited places)	see flyer
Monday 30th	Gold Coast Register	Monthly Meeting	

## SEPTEMBER

Wednesday 1st	Gold Coast Register	Mid Week morning tea run	L & W Evers 04511668681
Thursday 2nd	Chassis Based Register	lunch @ Karalee Tavern, Karalee	Lloyd 32948960
Tuesday 7th	Darling Downs Register	Coffee Run	Kingfisher Cafe, Spring Garden Centre Toowoomba
Wednesday 8th	Monocoque Register	lunch @ Farmers Arms Tavern Cabarlah	Richard 46351051
Date TBA	Sunshine Coast Register	Proposed run to Majestic Theatre Pimona	Robin 46648509
Saturday 11th	Noosa Beach Classica		see flyer
Sunday 12th	Gold Coast Register	lunch @ Mount Tamborine	R. Kup- Ferroth
Sunday 19th	ALL BRITISH DAY TENEYSON		
Sat 18th - Sun 19th	Wide Bay Burnett Register	Weekend away 18th TBA 19th All British Day	
Sunday 19th	Capricornia Register	TBA	
Saturday 25th	Modern Compact Register	Lunch @ The Bottletree Pub Glamorgan Vale	Terry 0409072500
Monday 27th	Gold Coast Register	monthly meeting	

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

# ***Jaguar Today***

*President James (Jim) Reid*

**JULY/AUGUST 2021**



Welcome to another Qld Jaguar club magazine.

Your committee has been very busy since we last spoke, firstly, the Special General Meeting was held and the vote to update the constitution was 74 agreed and 2 against, the changes were passed.

The really big change has been the retirement of the following committee members, these positions will be retained but not be voted into the committee at AGM are, Ray Hodges, Librarian, June Whitehouse, Editor, Helen Rolton, Regalia officer, Terry Whitehouse, Historian/Promotion. These members will retain their position so if you need to contact them, they will be available. We have also retired the position of Regional Liaison officer and as of this year's AGM the position of Vice President will also be retired.

By now you are probably wondering what is going on, well these changes were required so we could make the big changes needed so the Registers now can run JDCQ.

The replacement members to the JDCQ are Di Cooper Gold Coast Chair, Terry Whitehouse Darling Downs Chair, Lloyd Andersen Brisbane Chair, Joe Day Sunshine Coast Chair, we are waiting for Mackay and Wide Bay to nominate their representatives. Each year each register will elect their representative for the following year.

I will be resigning as President as will Maureen as Secretary at this year's AGM and I hope the registers can get together and select a President and secretary which will close the loop and the registers will have complete control of our JDCQ.

The only point to remember, there must be a new President and secretary elected on the AGM night as failure to do so means the club will by law be forced to stop operation from the next day .

I am very happy that these changes have been made and it heralds a start for our club.

I cannot end the letter without a big thanks to ALL the committee who, without their great work we could not have made these changes, THANK YOU ONE AND ALL.

Enjoy your winter motoring

JIM & Maureen



# JDCQ Darling Downs Register

organised by Ron & Kara Formella



On Sunday 13<sup>th</sup> June the Darling Downs Register members gathered at the Wilsonton Macca's, to breakfast or coffee before setting off on our annual poker run. Our numbers were down, somewhat, as we had some members too sick to attend, but there were still seven cars and 13 members who set off at 9.30am. We had a few stops to draw cards for the poker game, the Info centre at Hampton, Perseverance Dam and Gus Beutel Lookout at Ravensbourne, were particularly pleasant places to stop and take in the view, it was a very pleasant day, although quite a few members found it chilly, but if there is sunshine it can't be too bad. After a very pleasant scenic drive, we arrived at our lunch destination at The Grand Old Crow Pub, at Crow's Nest and drew our final cards before lunch. Ron and Kara Formella organised the Poker Run Event, and did a great job, they made a great choice for lunch, the food was extremely good and there were lovely open wood fires in each room. Lunch was followed by the announcement of winners of the poker game, 1<sup>st</sup> Terry, 2<sup>nd</sup> June and 3<sup>rd</sup> Chris. Our AGM meeting followed with the committee remaining the same except for Bruce Dascombe taking on the Treasurer position, the meeting was closed around 1.30 and after lengthy goodbyes everyone made their way home. Our thanks go to Kara and Ron for organising a great day.







# All British Day Brisbane 2021

41st Year  
**Sunday 19th September**

8:30am - 2:00pm.  
Gates Open at 7:00am



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## JDCQ Mk2 Burlings with Robin Todd

The bit of a story about the Anderson/Pitt Jaguar "D" Type XKD 526 prompted a couple of responses from people who had a little more to add.

One young chap Andrews "I think he said his name was, told me that Keith Berryman [the owner of the XKD 526] bought his "primrose" E type with the proceeds of or at least part of the proceeds of the sale to the JCB Organisation. Anthony Bamford the owner of JCB Heavy Equipment and Research also has a toy section. Given that JCB seems to own or have owned just about every significant historic racing car, one wonders just what is the toy collection.

Another young bloke who called wanted to point out that he and especially his brother Bob had a fair bit to do with XKD 526 in the early days. In fact brother Bob still has the original number plate [NCN-040] on his current private motor car. It is believed that the "D" made regular trips on its own wheels especially from Brisbane to the Anderson's home etc in Toowoomba. That would be a real buzz wouldn't it to be stooging along at a steady 50 mph [the speed limit] with all the windows open because air-conditioning had not even been considered in those days, and have the "D" Type whizz past the open exhaust blaring right in your ear. Remember the "D" Type exhaust ended in two pipes exiting on the left hand side of the car aimed right into your ear hole. I wonder how many shocked drivers quickened their pace for a little while to keep up with it. I have told the story many times before that at one stage I was attending a Training School at New Farm not far from bodyworks that were used to keep it looking so pristine and every now and then it would blast past for a quick touch up. Very few of us "Students" would pay much attention for quite some time especially if we had the lecturer who was a keen fan of motor racing and a friend [or relative, I forget] of Glyn Scott. Anyway I'm wondering now if the driver, who always seemed to use a bit more than a few revs as he went past would have been my caller's brother Bob who if you haven't already guessed was the R C Grieve who tended most of the Jaguars in Brisbane and probably most of the Southern Queensland I expect.

There was also another caller or was it two who had a story to tell and I carefully filed the information away for future reference but my filing system has always been modelled on The Early Prehistoric Chaotic System but since my retirement has deteriorated somewhat. I dare say that some time in the future when I'm desperately looking for something else it will turn up.

We have held two "Country Luncheons" since the last magazine. We usually have one at the Royal Hotel in Leyburn in August to fit in with the Leyburn Sprints but that hasn't really worked as well as I would have liked so we have returned to the strict format of the second Wednesday of each month from February to November but with variable locations no more than one hours drive, except for my mate Bill who sometimes has to fly to make it within the hour time frame, so that everybody can plan ahead.

Because Ian and Vicki McKinney were bringing a group of their Sunshine Coast Register people on a run to The Southern Downs and were intending to have their Wednesday lunch at the Royal in Leyburn we decided to meet them there. Ian had advised Shane at the Royal that their number would be 38 so that when I turned up to book in 12 he thought he had a small problem because his Dining Room in Covid set-up was restricted to 40. After a number of phone calls a satisfactory resolution was found. We would use the Bar area and Ian's troupe could have the Dining Room. We order off the Menu whereas they were pre-ordering their meals so all was resolved. Then our numbers started to fall, Barry was in hospital - reduce by two, Bill and Honor couldn't make it, as with Perry and Helen - reduce by another four, Julio was in Darwin so reduce by one more. Without going on too much we ended up with five. No problem the Bar area still looked good with its big fireplace and the very inclement looking weather.

When we arrived Tom, Allan and Marie tried to tell us we were late but I maintain that it was only 11.59 so we were there for the 12 noon lunch. We had covered the distance from home to the Royal in 58 minutes which was something of a personal best. [my eldest son's family are all involved in sport so we are very familiar with PBs]. That of course is not a very fast time because the road is narrow with blind crests and even blinder bends coupled with a surface similar to those suspension testing photos caused, I suspect, by the trucks and trailers ["B" Doubles and Semi with dog] that appear at infrequent moments especially the wrong time. Plus, of course, those ever multiplying bane of the sensible motorist the huge off road blitz wagons so popular these days. You know the ones with the 14 inch lift kit fitted supplemented by a barrage of those led lights that dazzle pilots trying to land at Eagle Farm. The drivers uniform, apparently, requiring wearing one of those useless American Baseball Caps. A quick look at the sky and a bad storm seemed to be in the offering. Bill had made the right decision - not to fly. We ordered our meals because Shane was a bit concerned about providing 38 meals in a short time frame. About 1.00pm we started our meals, the Sunshine Coast brigade arrived and so did the storm. We lost the power luckily the kitchen had gas stoves so we finished our meals in a semi romantic candlelight. Some of the visitors needed fuel but the power was out all over town and the pumps at the local shop were out of use. We did our best to provide help and suggested Karrara. I think Merv Jackson gave them a call and they had power and fuel so all was ok. The storm had passed by the time we left but we caught up with it just out of town and drove home in pouring rain. A lovely day with good company, a catch up with friends we don't see all that often and a few little twists for amusement along the way.

The June lunch was at the Bull and Barley Inn at Cambooya. We used to go there regularly years ago but after a while the management started to adopt a don't care attitude so we didn't go any more. A change of owner and or



manager produced good reports so we gave it another try which was most successful. If anything the meals were a bit too big for lunch but that meant that everybody was satisfied. Bill and Honor drove up in the blue x300, Barry and Kay arrived [it was just down the road] Barry being a bit better, Perry and Helen arrived with their daughter Allie, the happiest, smiliest, face in Bunnings Warwick store, Julio was back from Darwin but Allan was ill so he and Marie had to give it all a miss. Bill rang us twice the first time because when he arrived he couldn't find any other Jaguars. The second time because he thought we were late. When we arrived I pointed out that we had only arrived back from Canberra the day before, which of course had nothing to do with anything but seemed to satisfy everybody enough to return to their conversations about cylinder heads and camshafts

Keep well one and all  
Hope to see you one and all sometime in 2021.

Robin Todd

## JDCQ Classic Monocoque Register Calendar for 2021

The year 2020 is over so let's hope for a better 2021 and more chances to meet for a chat.

As usual the arrangements will be to meet at the venue at 11.30am for 12 Noon on the second Wednesday of each month from February to November. Buy off the menu for your own meals and drinks

**Wednesday 14th July**  
Sandy Creek Pub, Allan, Warwick

**Wednesday 11th August**  
Flavours Cafe Boonah

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 one day soon  
Robin Todd Phone 07-4664-8509



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# Scavenger Hunt

There are no longer prizes for the scavenger hunt but some members enjoy the challenge so here is one to get you searching through the May – June 2021 edition. Maybe you could make it an informal register-based competition.

**Answers will be published in the September - October edition.**

## HAPPY HUNTING!

JDCQ Member's name:			
Page	Question	#	Answer
Cover	What is the address of the JDCQ web page?	1	
1	What position does JDCQ need to fill?	2	
3	Which event does President James recommend?	3	
6-8	How many times do the words 'tilt truck' appear in this member profile?	4	
10	What type of bird is Steve feeding?	5	
13	Name the person John Blandon asked to prepare a C Type for Stirling Moss?	6	
14	What airline could be entrusted with transporting the XJ13?	7	
16	What place did Ron Gaudion's article win in the Paul Skilleter Awards 2021?	8	
17	What type of hat does Arthur wear for this job?	9	
18	What was the 'first stop' for WBB members?	10	
21	Who won the WBB New Member of the Year Award?	11	
24	Which meal of the day did GC JDCQ have at Greenday Restaurant?	12	
26	Whose story is told in the featured book?	13	
26	How many new members are welcomed by JDCQ?	14	
27	Are annual membership fees changing?	15	
28	What caused 'water marking' on the X300?	16	
30	What does the 'FFF' on the numberplate stand for?	17	
32	What did Frank want Marie to try for her birthday?	18	
33	Which town did Darling Downs Register lunch at?	19	
35	What is the price of a replacement name badge?	20	



# JDCQ Capricornia Register

## Chairman's Weekend

*Story & Photos by Lorraine Givney*

On the weekend 19-20 June, a plan hatched a couple of years ago became a reality – Capricornia Chairman John Large and his partner Lyn Fisher hosted a Chairman's Weekend at Gracemere, just south of Rockhampton. As the sun was about to set, members began to arrive at John's home. Those who purred onto the driveway before dark were welcomed by a Jaguar flag flying proudly from the flagpole as well as Jaguar branded front veranda furniture. These happy reminders of the Register's passion for the Marque, along with a welcoming camp fire and the aroma of barbequed foods set the scene for an easy-going, social evening under a clear half-moon sky.

Some readers might know that Rockhampton is famous for its beef and our hosts made sure they had some of the best for this event. John expertly barbequed these generous succulent steaks along with various other delectable delights. These, combined with a selection of tasty salads and tempting desserts combined to create a delicious dinner made all the more memorable by the camp fire setting, pretty lightshow projected onto a large tree and friendly company.

Whilst catching up on everyone's news members also welcomed a Rockhampton couple who are keen to join JDCQ. Jerry and Narelle Hutson recently purchased a 1984 S3 XJ6 with a bit of work that needs to be done before it's on the road. On the topic of Jaguar projects, the weekend was also an opportunity for members to see John's new four bay shed, now proudly branded, fitted out and with some landscaping in place. As the evening rolled on kangaroos started to bound in to curiously check out the party and those members who weren't staying the night started to head home – many of them to return on the Sunday for a meeting.



Jaguar flag flying high



Growler greeting on the veranda



John busy at his barbeque

# JDCQ Capricornia Register

On the crisp Winter Sunday morning, John's spacious back yard was transformed into a meeting space and copious quantities of cakes graced the table – it was after-all a morning tea meeting, just the way we like it. The view was amazing too - glorious blue sky and nine elegant Jaguars to gaze upon. John opened the meeting. Barry efficiently presented his treasurer report, upcoming events were discussed and Marlene gave us an update on her quest for a stylish, cooler register shirt. Reen Ostwald kindly filled in as secretary in Vicki's absence. Fate rewarded Reen for her practical helpfulness with a generous raffle prize donated by John. She'll be enjoying an extra shiny Jaguar when Russ, who keeps their cars immaculately, makes skilful use of the bucket of car detailing products.

Following this social, humorous and productive morning in the Winter sunshine we drove in convoy to the historic Gracemere Hotel. The hotel was built in 1885. It's nineteenth century construction is evident in the façade but the décor is now contemporary. A casual lunch in the beer garden was the perfect way to round off the Capricornia Chairman's Weekend. Our gratitude and congratulations to John and Lyn. You generously and thoughtfully crafted a delightfully memorable weekend enjoyed by all who attended. Thank you!



Rod, Chris and Marlene keeping warm



Welcoming campfire



Jerry and Narelle warmly welcomed



John and Paul talk hoists



A shed with a purpose



# JDCQ Capricornia Register

## Member Profile: Rodney and Robyn Spratt

Story and photos by Lorraine Givney

### Romance Tragedy and spontaneity

In 1969, when living in Brisbane, Rod indulged his passion for sports cars by purchasing a Jaguar 4.2 E Type drophead. He shared accommodation with two other sports car enthusiasts and one evening they rustled up a party by inviting three nurses to join them. One of these nurses was Robyn. Dating Robyn, who lived in nurse's quarters, required a bit of ingenuity. Would the house matron object? How would Rod get onto the hospital grounds to pick Robyn up? As he learned, all he had to do was drive up to the staff gate in his E Type and the guard would raise the boom, presumably assuming that Rod was a doctor on staff. Rod says that this advantage "increased [his] love for Jaguars". Though, it was a job at a Toyota dealership as a spare parts interpreter (think serial number detective) that initiated a move to Gladstone for Rob and Robyn.

Rod had joined JDCQ when he bought the E Type but allowed his membership to lapse when he and Robyn moved to Gladstone where there was no register at that time. Additionally, some Gladstone roads in the early 1970s proved to be a bit rough on the E Type. Therefore, in about 1974, with their first baby on the way, Rod and Robyn sold the E Type in favour of a family car. This was not the end of Rod's love of Jaguar cars. Two years without a Jaguar was two years too many so in about 1976 they bought an English White, XJ6 Series 2, SWB which served as a stylish family car. The couple still owns this dignified Jaguar on concessional registration. It was some years before JDCQ Capricornia Register started up and in 1999 Rod and Robyn once again became JDCQ members.

Cars are not the only vehicle that capture Rod's interest. With a desire to build a yacht he studied naval architecture then he and Robyn opened boat chandlery and high-tech yacht businesses in Gladstone. Though busy with the business, Rod decided to establish a Jaguar project in a work shed. With this intention, he drove down to Brisbane to buy an upgrade kit for the XJ6 from Ron Moore. Ron, who was a JDCQ member involved in the racing world, showed Rod an EJS Pre HE that he was doing up. Distracted by the V12 XJS and Ron's smooth talk, Rod changed tack, forgot the upgrade kit and car-trailered a new project to his Gladstone industrial shed. Over the course of two years Rod modified the XJS – fully rebuilt the V12 engine and manual 5 speed gear box. These were very near to installation when disaster struck. In late 2001, a fire engulfed the shed, destroying Rod's project. Rod reports that the gear box and alloy engine were molten puddles on the shed floor. Sadly, Rod and Robyn were back to owning just one Jaguar though this state was temporary.

The following year, Rod was working with a company developing a ground effect vessel. His work involved quite a bit of travel. On one of these trips, Rod was driving a hire car through Southport when he spotted a 1985 XJS HE for sale. The decision was rapid and easy – buy the Jaguar, ditch the hire car, drive the XJS to Cairns instead of flying there. Imagine the excitement of this purchase and inaugural drive!

With some research in the Jag Lovers website as well as conversations with Ron Moore, Rod treated the XJS to a suspension upgrade, changed the gearbox from automatic to manual, did a full engine rebuild, installed a high-capacity oil system, changed the headlights to American with spotlights in the headlights and upgraded the electricals to relays for improved reliability. Rod and Robyn, who are keen JDCQ participants, enthusiastically attend almost all Register runs in the XJS and Rod reports that he has 'no plans to replace it at this point'.



XJ6 Series 2, SWB and 1985 XJS HE



The XJS is the preferred JDCQ run car



Hosting at their Benaraby home



Enthusiastic participants in activities





# Celtic Festival



with the Brisbane Register 30 April - 3 May 2021.

At 8:00am on Friday 30th of April, Peter and Lorraine Finn were the first to arrive at our rendezvous point at Jubilee Park Beaudesert where we were commencing our run to Glen Innes for the Celtic Fringe Festival. It was to be a reduced Celtic Festival from the one in 2019 due to COVID restrictions. The number of attendees in 2019 had been a record since the Festival had started in 2000.

Second to arrive were myself and wife Jeanette, then came Ron and Leslie Rumble in the first Jaguar a beautiful pale blue XF, then Sue and Rod Greasley in a lovely dark blue F pace. Then in quick succession came Jim Bowden and Lucy Saunders in a nice red S Type and Alan and Fran Hannah in a nice grey S Type. We were now only waiting on Lloyd and Lorraine Anderson. A phone-call confirmed that they were held up in traffic and 10 minutes away. They would catch up with us by Woodenbong where we were to have morning tea. We headed south just after our scheduled departure time of 8:10 am.

The weather was pleasant, cool and sunny, and the Mount Lindsay Highway was a good two lane bitumen road with undulations to test the excellent suspensions of the Jags.

We passed Rathdowney on schedule at 0835 and continued along highway 13 to begin climbing the range. The road now became patched-up bitumen and started to wind up into the base of Mount Lindsay. As we climbed past 500 metres above Mean Sea Level we caught glimpses of Mount Lindsay ahead and Mount Barney's eroded basalt peaks West of us. Both mountains were at times obscured by low clouds forming orographically as they passed over the Great Dividing Range. The rain forecast for the day was to come later, but we remained well ahead of it.

The curves and bends tested our Jaguars and their drivers. Potholes at the apex of tight corners were not appreciated. At 750 metres we heard the Bellbirds - always a lovely sound. Appropriately the road was no longer called a highway. (Just Mount Lindsay Road). Lloyd and Lorraine came sweeping up behind us. No wonder they were so quick, they were in Lloyd's lovely silver XK coupe. Our convoy crossed the border into New South Wales at 9:00am, 4 minutes ahead of schedule. The road immediately improved and widened. We continued through some nice dairying and beef cattle country, passed the sign to Kyogle on our left before swinging down a hill and into Unumgar Street in Woodenbong to park outside the Public Hall and cross the street to Lynda's Pitstop Cafe. Two old red retro petrol bowlers stood outside, (I remember them well) and we all sat down for a coffee, some scones and a chat.

We left the pleasant little town of Woodenbong after 45 minutes and began a non-stop run to Tenterfield via Legume and Liston, right along the eastern rim of the Great Dividing Range. The road became narrower but remained bitumen with occasional potholes which were easy to avoid and some subsidence at the edges. No one overtook us as we cruised along at 90 kph. Several cars, and 4WD's and one caravan passed us from the opposite direction. Forty kilometres from Woodenbong and just short of the town of Legume, we reached the 4 kms of roadworks we were expecting. A hold-up of about 12 mins saw us away again and no more trucks were seen from here. The convoy cruised on past the Aloomba







# Celtic Festival



Lavender farm, Liston and Bald Rock. This is the largest granite monolith in the Southern Hemisphere. We drove through State forests with a few sections of well graded gravel road until the countryside opened up near Tenterfield.

The trees were beginning to turn to Autumn colours of rustic yellow, orange and red as we entered town and arrived at the Sir Henry Parkes Museum and Courtyard Cafe in Rouse Street still ahead of schedule. Phil Sperry and Ruth Bodey arrived in their lovely red E type coupe at the same time from Warwick. We all sat down to luncheon to discover that the town power was off. So despite a lovely menu, we were limited to hot soups or late breakfasts. (The gas still worked). We all spent an hour or so in Tenterfield after lunch checking out Breaker Morant's bullet damaged dog tag and the flag over his coffin in the museum. Other significant historical events such as the speech by Sir Henry Parkes suggesting Australia become a Federation of States occurred in this building. We also visited the Tenterfield Saddlery where Peter Allen's Grandfather worked. From Tenterfield each couple made their own way to Glen Innes as the highway was too busy for convoy travel.



After a rest and shower we were picked up by a bus, (kindly subsidised by the Brisbane Register), from our motels and taken to the Railway Tavern on the other side of town. There we had great pub meals served on time, and a Celtic band 'The Boatmen', entertained us with some great music including a few original songs they had written themselves. The chicken pizzas were the biggest I have ever eaten and Jeanette and I and the Finns were unable to finish them, so we had to get doggie boxes and take them back to the motel. The bus returned at 9:00pm to pick us all up and take us home.

On Saturday the 1st May everyone did their own thing. The Celtic Fringe Festival was held high up on the nearby hill where the Standing Stones stood in giant circles. There was an open market with good food, coffee, ice creams, etc. Other stalls sold Celtic jewellery, leather, armour, tartan kilts and clothing from numerous clans, and a host of other things with a Celtic theme. There were two paid shows of three hours duration in the marquee which held 500 people. (The NSW legal limit). Here it was possible to see Celtic bands including 'Murphy's Pigs', 'Ella Roberts', 'The Gathering', 'Gone Molly', 'The Gypsy Clovers', 'The Boatmen', and Highland and Irish dancing troupes. Outside the Marquee, Pipe Bands, both Scottish and Irish performed in the centre of the standing stones.

That night we all met at the Glen Innes Services Club restaurant where good meals were very efficiently served up on time before our show which started at 7:00pm. The Services Club had been so good to us because we were the first group to book. We were given two reserved tables for our 12 couples right in front of the stage. Darryn Coggin opened the show and none of us expected such a fantastic country singer. We were all gob-smacked by his Celtic songs & his guitar playing. Later he finished off the show with Cat Stevens, Peter Allen and John Denver songs. (If you ever see him advertised at a club near you, GO and see him). After Darryn came the mighty 'Murphy's Pigs' an amazing Celtic band of about fifteen skilled musicians, singers and sometimes piglets. DON'T miss them if they perform near you.



On Sunday 2nd May most of us saw Concert 4 in the Marquee at the standing Stones. There was a chill wind blowing up on the top of the hill. Again we enjoyed Celtic Music, Highland and Irish dancing. The dancers were excellent. The concert finished at noon.

At 1:00pm we gathered to drive 67 kms out of town to see some cars in the private collection of Bob & Suzanne Ausburn. Emma Golder and Andrew had pre-empted us and driven out earlier in their lovely white XK150. When we found our destination we parked outside the hangar and went inside to view some magnificent cars : Jags, Jensens, La Salles, Triumphs, and an amazing Electric Car built for city drivers in America in 1901. It ran

off numerous hidden lead acid batteries. Lloyd and Bob Ausburn, went for a run in it. It was quite nifty. After the showing Bob and Suzanne our hosts had kindly prepared tea, coffee biscuits and cakes for us. We presented them with gifts subsidized by the Brisbane Register and thanked Bob and Suzanne for taking the covers off his 30 cars and lifting up all the bonnets. Then we said our goodbyes. Some of us drove into Inverell. It is a lovely town on the MacIntyre River and bigger than Glen Innes. The countryside was green after recent rains.

On Sunday night we had a Robbie Burns dinner to celebrate the famous Scottish poet with poems and songs. Unfortunately we arrived at different times. Some of us had started meals and some of us were still ordering meals. Somewhere between the ordering desk and the kitchen our orders became all mixed up. The Great Central Hotel had a shortage of staff and a trainee. The room we hoped to have to ourselves had another table of twelve very noisy people in it. The meals arrived intermittently and often to the wrong people. The poor waitress was very confused. Consequently some of us had our meals and some were waiting for their meals or received the wrong meals. We quietened the people next door and recited the Selkirk Grace. This is a well-known thanksgiving poem said before meals.

Some hae meat and canna eat,  
And some wad eat that want it;  
But we hae meat, and we can eat,  
Sae let the Lord be thankit.

Unfortunately some of us had nae meat or the wrong meat and did want it — including Phil Sperryn, Peter Finn and myself. Despite this we all thought it amusing (though some were a little less amused). The manager was very apologetic and gave us refunds. We then had a Robbie Burns poetry session and a rendition by volunteers who sang Scottish ballads for us. Genuine Scottish prizes subsidised by the Brisbane Register were awarded to the winners. The judges found it very hard to decide as all renditions were excellent. Phil Sperryn, Lucy Saunders (Scottish accent) and Sue Greasley won their sections. Finally Wendy Gross was awarded the prize for the “best ankles under a Tartan.” She had worn the lovely suit, kilt and bonnet of her Clan - 'The Buchanan Clan' all weekend. It was very bright and pleasant to behold. (Male judges were exempt from this for fear of being labelled misogynist or toxic males for looking at a lady's ankles).

On Monday 3rd May some of us dallied briefly at the 'Super Strawberry' for a farewell coffee and bought some jams or chutney. Whilst heading for our cars Leslie Rumble let it slip that it was Ron Rumble's Birthday. Being the quiet mild-mannered man that he is, he made a quick escape before he could be smothered with kisses.

In summary a great weekend was had by all. The little mishaps always make good conversation at future get-togethers.

Ian Lind.



## Celtic Festival





# JDCQ Gold Coast Register

## Lunch at The Fox and Hounds Pub

photos by Robin Kup-Ferroth



## GOLD COAST GETAWAY

27th to 29th August 2021

This year the getaway will be a 3 day trip to the Glen Innes area.

Leaving Friday, we will stop at Kyogle for a BYO morning tea before on to lunch at the lunatic hotel in drake.

After lunch we will continue to tenterfield and then on to glenn innes, staying at the new England motor lodge.

Highlights for the weekend include

*A Saturday visit to the Inverell motor Museum, lunch at the museum and then Back to Glenn Innes for a demonstration of jewellery making at the "Makers Shed". For Sunday, on the way home there will be a visit to the Tenterfield railway museum.*

**Cost is \$640 for a double, \$480 for a single**

which covers two nights accommodation at the motel (all ground floor), admission to both museums, lunches on Friday and Saturday, and two breakfasts and dinners at the motel.

**For more information contact Di Cooper on 0411 176050.**

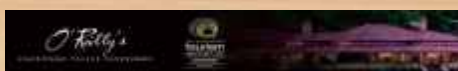
**Booking and Payment please by 26th July.**



# JDCQ Gold Coast Register

## Lunch at Royal Pines

photos by Robin Kup-Ferroth



### JDCQ GOLD COAST REGISTER

JOIN THE GOLD COAST REGISTER FOR A FABULOUS  
"CHRISTMAS IN JULY" CELEBRATION!

PRICE INCLUDES 3-COURSE LUNCH, LITTLE SURPRISES,  
AND THE JOY OF SHARING A SPECIAL OCCASION WITH GOOD FRIENDS.

WHERE: O'REILLYS CANUNGRA VALLEY VINEYARDS,  
852 Lamington National Park Road, via Canungra

WHEN: 12.00PM FOR 12.30PM, SUNDAY, 18 JULY 2021

PRICE: \$45.00 PER HEAD

PAYMENT DETAILS: BOQ – BSB: 124-001; A/C: 10224513  
PLEASE GIVE SURNAME & XMAS AS REFERENCE

RSVP: DEBBIE DUNCAN ON 0413 181919 (PLEASE INCLUDE DIETARY REQUIREMENTS IF  
APPLICABLE)



## Library News with the Club Librarian Ray Hodges

### ELECTRIC CARS The expert Q&A guide

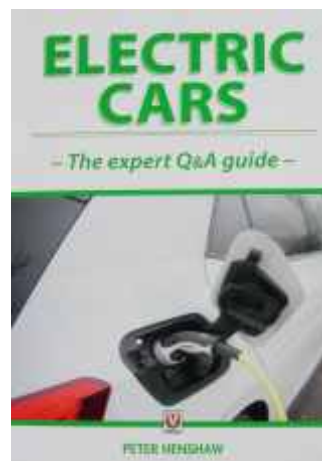
#### Gb32: Electric Cars – The expert Q&A guide by Peter Henshaw.

This book was first published in April 2021 by Veloce Publishing Ltd.

Are you considering buying your first electric car? Would you like to know more about what the future holds in terms of personal transport? This book is a straight-talking guide that will answer your questions, clearly and with a minimum of jargon.

- ÷ Why go electric now when other fuel is still widely available?
- ÷ What are the pros and cons?
- ÷ How do I charge it, and what are the charge point options?
- ÷ Are electric cars really greener than petrol/diesel?
- ÷ How do electric cars work?
- ÷ How much do they cost to run?

If you would like to reserve this book, give your Librarian Ray Hodges a call on 3820 7681 or email: [library@jagqld.org.au](mailto: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, magazines and DVD's go to our website, log on, go to the Library and search for the material then click on "Request this book".



## Membership News with Stu Gross

Hello JDCQ Club Members,

The Club would like to welcome the following new members who have joined since the May/June issue of the "Queensland Jaguar Driver" was published.

Timothy & Gina Wall

Robert & Shirley McKlaren

Mark & Susan Kliner

Ross Dewson & Trish

Stephen Padgett

Just a reminder. As a JDCQ member, you are always welcome to attend any register or model event (please go to: [jagqld.org.au](http://jagqld.org.au) and click on calendar). Due to Covid-19 and restricted numbers, you may be placed on a waiting list.

Membership renewals are due on the 1<sup>st</sup> of July. For those of you with Concessional Rego, you must remain a current financial member in order to retain Concessional Rego.

**ALL BRITISH DAY** (19/09/2021) is the official display day for JDCQ.

Please see the attached flyer in the magazine. Terry Whitehouse ([terry\\_whitehouse@hotmail.com](mailto:terry_whitehouse@hotmail.com)) has once again offered to organise the event as long as he has helpers. He has two helpers so far, but we need more. Please contact Terry if you can assist. We are hoping that some members from the northern registers can make it a weekend away and come down this year to join us.

Yes, the event takes place in Brisbane, but it is not a Brisbane Register event. All JDCQ members are welcome to attend and help out if possible.

**Contrary to what some of you may believe, you do not have to carry or produce your Australian passport in order to travel to JDCQ events south of the Brisbane River! Worst case scenario is you either need to apply for an E-Toll transponder or ring up and pay your toll by card over the phone within three days. Easy!**

We gained seven new members at the last All British Day in 2019 BC (before covid). It is the perfect venue to promote our Club. Please attend and wear your Club shirt.

*Drive safe!*

Stu

[membership@jagqld.org.au](mailto:membership@jagqld.org.au)



## A Request to Members from Model Register Secretaries

The Model Register Secretaries are finding it near impossible to stay abreast of members car ownership details. This is due to several factors, such as members buy or sell cars but do not advise the Membership Officer and the relevant Model Register Secretary. Also, there are limitations to the number of cars per member listed in the membership details.

The advantage in keeping the Model Register Secretaries informed of your ownership details is that they can use the data to inform you of plans for upcoming events or assist you to gain advice from other members with similar cars.

As an example, if you own an E-type or F-type and did not receive an invite from Tony Nelson to the 60<sup>th</sup> anniversary of E-type event at Belmont, then it is because he does not know that you own one.

If so, please email Tony at [eandftyperegister@gmail.com](mailto:eandftyperegister@gmail.com)

In the case of the Chassis Based cars, including SS, Mk IV, Mk V, Mk VII-VIII-IX, XK 120-140-150, C-type and D-type, Lloyd Andersen would like to hear from you. Please email him at [lloyd1jaglover@iprimus.com.au](mailto:lloyd1jaglover@iprimus.com.au) regardless of whether you think he knows your car details.

For the Classic XJ Register, including XJ6 series 1,2,3 and XJC6 & 12 the contact is Alan Buller at [abuller5@hotmail.com](mailto:abuller5@hotmail.com)

For Classic Monocoque, including Mk I, Mk2, 240, 340, Daimler V8, early S-type, 420, Mk X, 420G and DS420 the contact is Robin Todd at [randvtodd@bigpond.com](mailto:randvtodd@bigpond.com)

Carl Brown is the contact for Grand Tourers and Sporting/Modified, including XJS, XK8 (X100), new XK(X150), and any modified Jaguars. Please contact him at [helsbels343@telstra.com](mailto:helsbels343@telstra.com)

Terry Whitehouse is the contact for Modern Compacts, including modern S-type, X-type, XF and XE. Please contact him at [terry\\_whitehouse@hotmail.com](mailto:terry_whitehouse@hotmail.com)

We now have a new model register secretary for Modern Luxury Saloons including XJ40, X300, X308, XJR, X350 and X351. Paul Lucas has kindly stepped into this role, please contact him at [info@jagqld.org.au](mailto:info@jagqld.org.au)

As there is at present no Model Register Secretary for Crossover Register, including E-pace, F-pace and I-pace, please ensure that Stu Gross is aware of your ownership. Please contact him at [membership@jagqld.org.au](mailto:membership@jagqld.org.au)



# MAC'S BRIDGE

## Car Display

Written by Tony Nelson  
Photos courtesy of Scott Nelson TPR Media



For over 35 years the Triumph Sports Owners Association of Queensland (TSOAQ) has held a car display starting at Tully Memorial Park beside Maclean's Bridge on the Mount Lindsay Highway at North Maclean where The Combined Sports and Classic Club (CSCCA) first held a car display.

Many of our readers would well remember this event was held on Mother's Day and many mothers were dragged along to this event and sat around waiting for it to finish.

The Triumph Club took over the management of this annual event, but sadly still left the date Mother's Day.

They outgrew the park and the local council wanted to provide space for free campers to, overnight stay, so the event moved on the 15<sup>th</sup> May 2011 to Lakeside Park Raceway in the 50<sup>th</sup> year since its inauguration. Probably not the most suitable space for a static car event, but it lasted a few years there.

On the 18<sup>th</sup> of May 2014 it moved to the Griffith University – Logan Campus grounds at Meadowbrook which was a more car friendly space.

By chance, a committee member of the Triumph Club met a committee member of the Belmont Rifle Club. The Rifle Club was trying to improve its public profile and the suggestion was made that the Triumph Club might like to move there for the annual event, which suited the writer as we live at Carindale.

For many years, I have been involved in arranging displays at Mac's Bridge for the Jaguar Drivers and Alfa Romeo Clubs. At the Meadowbrook and now the rifle range, the Triumph Club committee allowed me to select the display positions and with a few Jaguar members with prostate problems at the rifle range, I selected a site near the toilets and positioned these two clubs side by side.

The Triumph Club has always tried to rid itself of the Macleans Bridge or Mac's Bridge labels but they are stuck with it and are now trademarked to them.

However, for new people attending, I find it best to always provide the address, so the new people don't turn up as the Grey Nomads are having breakfast at the original location.

COVID cancelled the event in 2020 and the 2021 event was run with strict COVID compliant protocols.

This year the committee of the Brisbane Register of the

Jaguar Drivers Club wished to build on the event I created in 2011, when I celebrated the 50<sup>th</sup> anniversary of the production and displaying in Geneva of the E-type Jaguar. At that event I had 35 E-type owners register and 29 attend on the day at the RACQ Motorfest.

Neil Summerson was the conduit from the Brisbane Register and volunteered to assist me in creating the 60<sup>th</sup> anniversary on Sunday 23<sup>rd</sup> May, 2021.

We contacted the committee of the Triumph Club's annual Mac's Bridge multi marque event and asked them if they would be interested in setting aside a special area at their event where the E-types could gather. They were enthusiastic and so the display venue was finalised and they advertised this celebration on their flyer.

I found myself arranging 3 events in one - the Alfa Romeos, the E-type Jaguars and the other Jaguars.

I had to agree with Gail that this assignment was much harder than the work I do arranging the attendance at our last Sunday multi marque charity event, A Day in the Country.

Neil's assistance was outstanding along with JDCQ President Jim Reid and Alfa Romeo life members Shirley and Rob Grant and volunteers for assisting members to, display park.

Sadly, without consultation, the JDCQ committee decided to withhold the membership list from myself and other register coordinators, which nearly stopped me from proceeding with making these events happen. Thankfully, the JDCQ committee saw the error they had made and released the membership list to me which I had enjoyed using for over 10 years and creating over 100 events for the club with Clive Arnold.

This year's Mac's Bridge event welcomed 752 classic cars.

We had 67 E-types register and 16 apologies and believe 74 E-types in total attended which is a Queensland record and with the 33 "other Jaguars" who registered plus others who just turned up on the day, way over 100 Jaguars attended, which we believe is another JDCQ record.

We had every manufacture series and body shape covered in E-types, some pristine and others still used often.

I normally do not register to be judged as the Best Car Club





display, but did this year and we received this trophy.

Neil Summerson and Jim Reid met me at the rifle range the day before the event and we marked out the rows the E-types and other Jaguars would park in on the day

I had earlier contacted the Sleeman Centre which is just East of the Belmont Rifle Range to ask permission for us to gather there on the morning to sort ourselves out so we arrived at the rifle range as we intended to display park. They kindly agreed to this request and blocked off an area of Parking Bay 3.

Neil Summerson and our son Tim and his mate P arrived at the Sleeman Centre at 7:15am to find that many E-types had already gathered.

When I arrived at 7:30am, we had E-types everywhere but we eventually sorted ourselves out and were ready to proceed just down the road to the rifle range. What a sight that must have been of a convoy of 67 E-types slowly driving down Old Cleveland Road and we were told the attendees and early spectators were just standing there as it seemed this never ending convoy proceeded through the pre-registered lane and to where we were displaying.

I was last to arrive as I ensured that we all left the Sleeman Centre in the correct order.

I had provided the E-type owners with a grid map of where I wished them to display park as the intention was to display the E-types by their birthdays from October 1961 (14<sup>th</sup> E-type off the production line and display car at the 1961 Scottish Motor show) to October 1973.

We sort of got it right and the photos you will see recorded a tremendous vision whichever way you looked.

Finding two expert judges willing to choose the best of the best of 74 E-types was a challenge and it eventually fell to two car enthusiasts who have judged many prestige marques at various events.

Not only did they do that but were also on hand to assist the arriving E-types into their display park positions.

Jonathan McLeod, who supported us with two E-type examples was eventually judged to have the best of the best and showing his fine eye for detail found his second example actually achieved second place.

My apologies for being a bit light on the ground with photos of the other Jaguars and hope other members would have also shared photos with June.

Son Scott, who through his company TPR Media creates some extraordinary vision for many local and international companies, created the photos you see in this magazine and in Emma Golder's Cat Chat at no cost to our club.

<https://www.tpr.media>

I tried my hardest to get TV News stations interested in this good news story and none replied, until 2:30pm on that Sunday afternoon when Channel 7 News called me to advise they were on their way.

Just a bit late, I told them sadly.

We have had many attending members in contact with us after the event thanking Neil and myself for all the commitment we put into this event.

As the values still keep rising, Clive Arnold and I have found a reluctance of E-type owners to gather extra miles on their E-types on our early morning runs into the countryside with breakfast and a good chat following.

Let's hope we are all here to celebrate the 70th anniversary of the E-type and that we find new people to take the responsibilities from all who assisted, to again make it the success it was this year.

Now with this event under our belts, it is time for Neil and I to start organising our annual multi marque charity event – A Day in the Country – on Sunday 29<sup>th</sup> of August. This event had to be cancelled last year due to a COVID outbreak in Ipswich so we expect to have many early entries and as the capacity is just over 200 vehicles, we can only encourage you to register early before we have to start a wait list.









## Mackay Whitsunday Register Jaguar Drivers Club

### *Christmas in July*

Covid Style

**August 7-8 August**

Meeting at the Pinnacle Hotel on the 7<sup>th</sup> August around 12 midday for lunch of their famous pies before travelling up the hill to Broken River Mountain Resort for Dinner and the night.

Options for the afternoon of a rainforest walk, viewing the platypus from the viewing platform or relaxing with a nice glass of wine or coffee.

Sunday Morning breakfast at Platypus Lodge Restaurant and Café next door from 9am to allow those travelling time to get home.

Please make your booking directly with Broken River Mountain Resort for Saturday night as rooms are booking out fast. Phone 0749584000.



Looking forward to a wonderful weekend in the clouds.

**RSVP: Lyn for numbers attending before 01/08/2021 on 0417074674.**



## *Peninsula Jag Engine Centre*



**Murray Scoble**

info@peninsulajag.com.au

www.peninsulajag.com.au

**U2, 13 Etruscan Road  
Kooralbyn QLD 4285  
Australia  
+61 (0)7 5544 6954**

Just as the name suggests - it's what we do!

It's ALL we do - we recondition JAGUAR and Daimler engines.

From Pushrod motors to Supercharged V8s and everything inbetween and freighted all over Australia, NZ and the rest of the world.

Short or long, yours or ours.

A massive list of options are available for your road, rally or race car.



# CHARITY DAY AT PEAK CROSSING

## Sunday 29th August 2021



# A DAY IN THE COUNTRY

40 only **Jaguar Drivers Club of Queensland** member's cars are invited to an "Invitation Only" Multi Marque Charity Day on Sunday 29th August 2021 at Peak Crossing. This event is hosted by the Fassifern Valley Rotary Club and the Brisbane Register of the Jaguar Drivers Club (E+F Type Register) of Qld and held on the private property of Neil and Jenny Summerson who generously open their property for this annual prestigious event.

All funds raised go to The Rotary Club of Fassifern Valley.

Join with other car enthusiasts to enjoy a unique range of vehicles ranging from vintage cars to inspirational machines in a relaxed private country setting with no general public participation.

The Rotary Club food van will be serving refreshments and a bbq lunch at reasonable prices. Your support of their efforts is greatly appreciated. Yes, the legendary lamingtons will again be available this year!

A coffee van will also be available along with the usual multi prize raffles (donated by the attending car clubs) and great live music by Allan Hilles, Richard Waterson and a guest guitarist.

Entry is restricted to 200 cars on a first come basis. An early reply ensures you don't miss out on this great event. Once we achieve 200 cars, we will go to a dated waitlist, so we look forward to your acceptance as soon as possible.

Entry fee at the gate will be a donation of at least \$30 per car with a chance to win a gate prize worth \$350, donated by our hosts.

In your email reply to your club coordinator  
**Tony Nelson - eandftyperegister@gmail.com**  
please provide the following details:

- Mobile contact number on the day
- Manufacturer and model of vehicle in which you will attend
- Year of manufacture
- Body colour
- Registration number
- Names of all attendees
- Suburb you will leave from
- If the vehicle has a significant history, please give some details

Once your coordinator has confirmed by email you have successfully registered, expect an email around mid-August detailing address and timings etc.

**This will be a COVID safe event following all Government requirements. More details will follow in the mid-August email.**

**Please help us keep this event, now in its 10th year, exclusive by not disclosing date or details.**



There has been only a minimum amount of “fettling” on the Jaguar scene since the last issue of this magazine. Colder temperatures and shorter days have sapped the gung-ho attitude to getting on with the job, or maybe I am just getting old.

## **Blue X300 Radio woes**

The blue X300 has had a couple of outings as shakedown cruises. One specific problem we ran into was the original Jaguar radio. It was crazy as sometimes it would get onto a station and refuse to leave it for another selection. It would also refuse to turn on and sometimes would not turn off. Then it would decide that it would dictate the volume and refuse to follow the volume knob.

I had a yarn with Aaron Goldman from Classic and Prestige Auto Services and he advised that a serviceable second hand X300 radio was very hard to find and even suggested a Sydney supplier who might be able to find one. I did try them but they couldn't help.

My son was visiting from Victoria (prior to the latest lockdown) and I allowed him to use the car. He was rather scathing about the radio problem and I had to agree with him. I decided that the radio should go and started looking for a new replacement. You can call me old fashioned but I was looking for an AM/FM radio. I like the AM system, for out in the country where FM is fairly limited.

What I found is that a lot of modern aftermarket car radios don't have AM. Also, the CD players are becoming extinct in the same way the tape players went. Everyone is now using “sticks” of pre-recorded music. Mulling over a couple of beers with a friend of mine (the retired ex-kiwi mechanic) he suggested a visit to a local auto wrecker where good used car radios were very cheap. I was a little taken back but he assured me he had got some great radios for very little money.

So, I went to the wrecker he suggested and they had heaps of radios, all for \$25. They said take your pick and there were some top brands which cost a lot when they were new. I selected a “Pioneer” AM/FM which looked to be in pretty good order. They also said “if it doesn't work, bring it back and we will give you another one “. They also had radios with CD players for \$50 but old CD players are a source of trouble and I wasn't tempted.

After getting it home I “googled” the Pioneer website for the “pin out” connections and colour coding. I then did a lash up connection on the workbench to check that the radio was working OK, which it was. I then cross referenced the original Jaguar radio colour coding against the Pioneer codes and made a list of connections for the respective colour codes.

Due to my homework the installation was relatively simple and we now have a working radio that obeys our commands rather than that eccentric Jaguar radio.

## **Turquoise X300**

I still have the turquoise X300 however I am in the process of clearing up a few items for a roadworthy before I sell it. One problem was that it had developed an oil leak which appeared to be coming from the oil filter area. I took the car up to a friend's place so it could be put on his two-post hoist. After raising the car, the suspect area was wiped down, the car was lowered to start it and then raised again with the engine running. After a few minutes the tiniest leak started to show but it was coming from an alloy casting on the bottom of the oil filter housing.

It only took one nut to undo and remove this casting which turned out to be a U tube which had O rings to seal it into the body of the oil filter housing. Those O rings were hard and brittle and literally snapped when being removed. New O rings were inserted and the U tube bolted back into place. The ups and downs on the two-post hoist to view the area with the engine running was repeated and the oil leak appears to be solved.

Even though we have done some serious work on the front suspension of this X300 there is still one rattle coming from the left front area which I suspect is a sway bar link rod. Apparently, these are notorious for looking OK but are failing under pressure. I will remove the link rod and take it for a drive and if the rattle has gone, I will know it needs a new rod.

## **Future classic**

While on the subject of X300s the article I wrote in the previous edition of this magazine concerning the possibility of this becoming the future classic has been well and truly endorsed by a number of club members and acquaintances who are “keeping” their X300s. One club member also raised the cost of registration for a V8 was \$1165 whereas the 6 cylinder was \$931 which is a whopping \$234 difference for what is virtually the same



car. I was paying more for the 3.2 litre V8 X308 than I was for the 6-cylinder 4 litre X300.

One can only wonder at the Transport people sticking to this cylinder numbers system which is so out of date. I honestly believe that cylinder capacity should be the basis of registration.

### Electric Vehicles

I also participate in "Transport Talk" which is a voluntary survey feedback system set up by Qld. Transport. The latest survey was on electric vehicles. One area they were on about is the current availability of recharging stations between the Gold Coast and Port Douglas. Like there are plenty so more people should go electric!? I had to beg to differ as there was no orientation in the survey towards western Qld. There will have to be massive increases in battery capacity to handle the distances involved and currently there appears to little or no commercial charging systems available once you leave the coastal belt. It also raises the question of how vehicles will be taxed once the federal fuel excise drops to nothing.

### Duff Gen

I like to keep an eye on the Jaguar enthusiast's forum and occasionally throw in my two bobs worth on specific problems. One area I keep a close eye on is the MK1-MK2-S type and 420 forums.

Most of the advice being thrown around is fairly reasonable but at times I cannot help myself when I see stuff that is just wrong. One I saw recently was a chap with a MK1 who was in the process of replacing timing chains. He was looking for advice on timing marks. A responder was full of himself and stated that MK1s did not have timing marks and that the engine should be set up with the piston at top dead centre on no1 cylinder which is the rearmost cylinder on an XK engine.

I simply had to get in and give the chap wanting advice that there are timing marks on MK1 engines and where to find them and in addition the marks will correspond to no 6 cylinder at top dead centre (TDC). In addition the distributor rotor arm should be pointing at no 6-plug lead. That is all straight from the original MK1 workshop manual. I know no 6 and no1 cylinders will both be at TDC but it is important to get the ignition timing right as well.

Until next issue-safe Jaguaring

## PLB...

Those of you who are either pilots or boaters are familiar with EPIRBs (Emergency Position Indicating Radio Beacon) which sends out a radio signal with your coordinates to satellites that are monitored by emergency services 24/7 around the world.

If and when your EPIRB is actuated, emergency services can airlift you out of the remotest places within a matter of a few hours.

Wendy and I love to travel in our F Pace. Sometimes we are in areas not covered by a mobile phone signal. What would she do if I had another heart episode? In addition, Wendy loves to go bush walking for hours at a time. Due to my physical limitations, I cannot join her and do worry about what would happen if she had a fall or some other mishap.

We now carry a PLB (Personal Locator Beacon) which fits in the glove box of the car or she can carry it on her person when bush walking. It is a smaller version of an EPIRB and will send out an emergency signal for 24 hours when activated.

They are available at most camping outlets and should be standard equipment for a caravan or those who do remote travel by car.

Stu Gross



# JDCQ Modern Compact Register

## June Lunch

by June Whitehouse  
photos Terry Whitehouse



The May Modern Compact Register lunch was a shared event with the Grand Tourer Register, a number of cars and members gathered at the Ipswich Railway Museum to take in the trains and railway equipment. We then took a very pleasant country drive across to Gamorgan Vale to have lunch at the Bottle Tree Pub, the usual venue for the Modern Compact Register lunches. It was a great mix of good driving, good people, good laughs and good food and wine or beer. The June Modern Compact lunch went ahead as usual, again with good food, good people, good laughs, unfortunately no photos were taken at the June lunch.





# JDCQ Darling Downs Register

*by Terry Whitehouse*

## NEW JAGS AND CLASSIC JAGS MORNING

### SATURDAY 4th SEPTEMBER

Bring your Jaguar, old or new, along to

**Wippells Jaguar Land Rover,  
Cnr of Clifford & Grange Streets Toowoomba,**

and over a coffee, enjoy a morning of viewing the displayed cars  
and chatting to other Jaguar enthusiasts.



[This Photo](#) by Unknown Author is licensed under [CC BY-SA](#)

**8am  
until  
11.30am**

Contact  
Terry Whitehouse  
0409072500



[This Photo](#) by Unknown Author is licensed under [CC BY-SA](#)

# HELL TOWN HOT RODS DRIVE SUNDAY 13th June

*By Peter and Holly Morgan*

It was a crisp morning when five beautiful Jags arrived at Eumundi at 9am for a 9.30am departure. Convoy leaders Sherril & Bob Lewis welcomed us all & handed out very detailed instruction sheets for our scenic trip that morning to Hell Town Hot Rods via Belli Park, Kenilworth, Kandanga, Amamoor arriving at our destination Kybong (just outside Gympie) on the Old Bruce Highway around 10.30.

Here we met up with at least another ten Jags who had all come from various other destinations, coffee was the order of the day once we had all thoroughly browsed the magnificent memorabilia inside the café diner. The quantity of items on display was mind boggling ranging from Pin Ball machines, Servo Signs, 100's of model cars, numerous rusty hulks of old cars plus some real hot rods. Also, a real show stopper was an amazing vintage Indian Motor Bike right next to a statue of Mick Jagger in true form with his mouth wide open belting out a song.



The run organisers had booked tables out the front of the venue with umbrellas for shade which we needed as by this time of the day it had really warmed up. To entertain us we had a fantastic rock n roll band plus professional dancers doing their rock n roll sets right in front of where we were sitting.

Take a moment to admire the rock n roll skirt on the lady dancing in this photo!

Next on the agenda for the day it was time to order lunch, real diner food of hamburgers/hot dogs/ribs etc. the serves that came out were HUGE and many people found it very hard to get through their serve of very yummy food.



The owners had gone to a lot of trouble to cater for children providing some vintage kiddy pedal cars and a great tennis game. We highly recommend this venue for its wonderful atmosphere, great food, interesting memorabilia, and children's activities.



**Congratulations to Bob & Sherril for a great Jag Run which we all enjoyed. Holly & Peter Morgan**





## JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg, Maryborough and Hervey Bay

### A WIFE'S PERSPECTIVE – WRITTEN BY GAYLENE McLEAN

Little do we know when we embark on a relationship that our lives will be filled with many, many Jaguars. My first introduction to the **World of Cars** was at 19 years of age when I found myself assisting with the sanding-back of the outside paint work on a **1962 Daimler SP250 – I Kid you not!!** In a previous life this beautiful Daimler happened to be a Police Car in England – Oh, to be a 'Bobby' driving one of those 'on the beat'. This was a perfect car for the young and free but certainly not suitable as a family car.



THE VERY BEAUTIFUL 1962 DAIMLER SP250



THE VERY SLEEK 1968 S TYPE JAGUAR

With much trepidation this Daimler was sold and, in its place, came a very sleek **1968 S Type Jaguar**, which was certainly a more family-friendly vehicle and was well suited to a family with three young children. It was full of comfort, space, drove like a charm and if I say so myself, I handled this car with expertise and precision – **eat your heart out Peter Brock!** If I thought all those years ago, that, that would be the end of the succession of Jaguars, then I was very much mistaken. Our move to Queensland from Tasmania seemed to stir the passions within and so the obsessions with Jaguars continued and continued and continued. Please do not get me wrong.....I do love Jaguars but.....!!!

Do you know, that apparently according to Bob, Tasmania is one of the best States to purchase a Second-Hand Jaguar – it is freezing cold, no humidity, generally most Tasmanians store their cars in either a garage or an outdoor shed and as long as this Town is not by the seaside then there is less likelihood of **RUST**. Well, that is Bob's theory and he is sticking to it.

My dear Uncle Jim, was Bob's '**Partner-in-Crime**' notifying him when a good buy arose – the plane ticket was booked and off Bob went. This particular purchase was a very beautiful **Yellow/Gold 1977 XJC 2 Door Coupe** and certainly held up to its reputation and the long drive back to Bundaberg from Melbourne was performed without a hitch. I have to admit that this is my favourite Jaguar and it is now resting in Bob's 4 Bay Garage waiting for a few minor repairs.



UNCLE JIM'S WHITE S TYPE AND BOB'S 1977 XJC (TOLD YOU IT WAS VERY SPECIAL)

There was nothing in this world that would prevent Bob from flying to Tassie to purchase a **1967 340 Jaguar**. Poor wife was in hospital having minor surgery, but '**said wife**' had a reaction to the anaesthetic and was forced to stay overnight, which sure did put Bob into a real tizz. Never fear – Bob still managed to catch that flight. Another very long drive was had by Bob and the 340 on their trip back to Bundaberg, but once again they both handled it with expertise. I am pretty sure that there is nothing that a Jaguar cannot do! This Jaguar has now been sold to Bevin and Sandy and it is now receiving heaps of tender loving care.



1967 340 JAGUAR RESTING IN BOB'S 4 BAY GARAGE

Bob was beginning to go into '**withdrawals**' so it was time to fly to Launceston to purchase a **1976 XJ6 Series 11**. This is the car that never ceases to amaze me. No matter the length of time since it has been driven, all that is required, is the swift turn of the key and it immediately **purrs like a kitten** – well maybe not a kitten, maybe more like a **Roaring Jaguar**. This **XJ6** has had the pleasure of taking our niece (Carissa) to her Wedding in Maleny and our Granddaughter (Anna) to her Year 12 Formal. This is another one of my favourites, maybe because of its reliability.



1976 XJ6 SERIES 11 AT THE WEDDING IN MALENY



1976 XJ6 SERIES 11 AT THE YEAR 12 FORMAL

Bob purchased the very beautiful **1983 XJS** from an elderly gentleman who lived on the Sunshine Coast. He was heart-broken that his beloved **XJS** needed to be sold but as him and his wife were moving into a Retirement Village, he did not have a choice but to sell it. Bob has taken great care of this **XJS**, building a special shed within a shed, adding carpet flooring, a humidifier to prevent moisture and photos on the wall to make this very special car feel right at home. My guess is that this is probably Bob's favourite car.

If you think that I have at last come to the end of Bob's purchases of Jaguars, then you need to think again! Over the last few years there has been a desperate need to travel to Sydney, The Gold Coast, The Sunshine Coast, Brisbane and Gladstone to buy another **XJ6 Series 11**, two **XJ6 Series 1**, an **XJ6 V12**, a **Daimler V8** and another favourite of mine which is a beautiful **1983 XJS**. I can definitely see a pattern here – obviously, Bob's favourite type of Jaguar must be an **XJ6** – I wonder why that is!



THE GRILLE OF OUR BEAUTIFUL 1968 S TYPE JAGUAR



UNCLE JIM AND BOB WITH HIS 1970 XJ6 SERIES 1

Bob and I participated in the 2011 National Jaguar Rally which was held in Canberra and this **XJS** was the car that took us on this journey. We also joined the Post National five-day Rally which covered the areas of Western NSW and the Snowy Mountains. This Rally was extremely well organised and must have taken a great deal of effort by the Committee Members to put into place. Bob, the **XJS** and I thoroughly enjoyed this trip, and we met some very lovely people along the way.

There is one thing for sure that I can tell you now and that is, that once Bob retires, he will certainly never be bored and so here ends **'MY LIFE WITH JAGUARS'**.

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BOB'S MUCH LOVED 1983 XJS



## LONDON CLASSIC CAR SHOW

25-27 JUN 2021 | SYON PARK



**Lot No. 302 - 1992 Jaguar Sovereign 3.2 Auto**

Sold for: £5,328

There can't be many examples of the elegant XJ40 in this condition and with less than 7,500 miles.



**Lot No. 304 - 1990 Jaguar XJ-S HE Auto**

Sold for: £4,440

These superb 'Grand Tourers' are enjoying an increasing following and are wonderful value for money.



**Lot No. 322 - 1986 Jaguar XJ-SC V12 5.3**

Sold for: £10,212

A superb example of the rare, two-seat, Targa-topped, XJ Cabriolet.



**Lot No. 345 - 1986 Jaguar XJ-S HE 5.3 Coupe (57,000 miles)**

Sold for: £9,768

Lovely V12 HE in gleaming Black with low mileage and interesting history.



**Lot No. 346 - 1963 Jaguar Mk2 3.8 Manual O/D**

Sold for: £21,000

A well-restored Mk2 in classic colours.



**Lot No. 351 - 1967 Jaguar E-Type S1.5 FHC**

Sold for: £44,178

A well presented and very usable example of the rare Series 1.5.



**Lot No. 357 - 1975 Jaguar E-Type S3 Roadster**

Sold for: £75,480

With less than 33,000 miles from new, this stunning Series 3 V12 appears to tick every single box.



**Lot No. 368 - 1961 Jaguar Mk 2 3.8 Manual**

Sold for: £5,550

Classically presented, left-hand drive, Mk 2 on a NOVA, a perfect recommissioning project.



**Lot No. 370 - 1966 Jaguar E-Type S1 4.2 FHC Manual (LHD)**

Sold for: £36,630

Amazing restoration opportunity. Series 1, final year, hugely original and never restored from 40 years of slumber.



**Lot No. 377 - 1989 Jaguar XJ-S 5.3 V12 Auto**

Sold for: £15,500

One of the most desirable evolutions of this increasingly popular classic subject to a £40,000 restoration.





# Classic CAR SHOW

East Coast Australia's Most Prestigious  
all makes car show

18  
July



Welcome To

The Noosa Classic Car Show

Classic  
CAR SHOW



Noosa Classic Car Club would like to extend an invitation to classic car owners for this our 33rd year Classic Car Show, to be held this year at McKinnon Drive Sports Complex on Sunday 18th July 2021

Noosa Beach Classic Car Club began in 1988, it held it's first event when a group of enthusiasts assembled 17 cars for the first "Classic Car Show" in response to the Hastings Street traders request to join in their "Street Party" to promote the Hastings St area.

Some of those first cars included a 1905 Renault, 1926 Bentley, and a 1926 Salmson race car. The next year there were 47 entries and 120 in the third year's event. Growth has continued, we expect up to 300 cars to assemble at this year's Classic Car Show in July, a far cry from the 17 original exhibitors.

Everyone who attends the Car Show is invited to complete a People's Choice entry form to choose their favourite car and motorcycle, the one with the highest number of votes receives a People's Choice Trophy.

## NOOSA BEACH CLASSICA ON HASTINGS ST

11  
Sept

A FESTIVAL OF UP TO 100 CURATED CLASSIC  
CARS ASSEMBLED ON A CLOSED  
HASTINGS ST IN FAMOUS NOOSA.  
A COCKTAIL PARTY AND NOOSA TO  
HINTERLAND TARMAC TOUR FORM  
THE 7 DAYS



# Jaguar Drivers' Club Queensland Regalia

Create the Club Image at events and display days



Peaked Cap



Metal grille badges in Maroon or Green



Bucket Hat



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

## REGALIA ORDER FORM

Shirt Size	Price	Postage (if required)	
1 <sup>st</sup> shirt	\$ 25.00	\$ 8.50	\$
2 <sup>nd</sup> shirt	\$ 25.00	\$	\$
Caps	\$ 12.00	\$ 3.30 or \$ 0.00 with a shirt	\$
Bucket Hats	\$ 12.00	\$ 3.30 or \$ 0.00 with a shirt	\$
Grille Badge	\$ 33.00	\$ 3.30	\$
Window Sticker	\$ 2.00	\$ 1.10	\$
Replacement Name Badge with magnet	\$ 12.50	\$ 1.10	\$
Replacement Name Badge Magnet (only)	\$ 3.00	\$ 1.10	\$
<b>Total \$</b>			<b>\$</b>

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](mailto:regalia@jagqld.org.au)

Or post to: JDCQ at PO Box 3513, South Brisbane Qld 4101

Payment by cheque or by bank transfer to: JDCQ BSB 484799 Account 02 4567 129



# CLASSIFIED ADVERT

To advertise, please contact Paul Lucas - Mobile 0481 490 334 Email [info@jagqld.org.au](mailto:info@jagqld.org.au)

*Please do not send adverts to the editor*

Members - Free

Non-Members \$30 00 for 2 issues



## 1964 Jaguar S-type

Very original 1964 S type Jaguar, 3.8 litre manual - built October 1964 and then delivered to Sydney.

This is original with all matching numbers for Chassis, head, motor and Close Ratio Moss box with overdrive. Even the limited slip diff is original.

All brakes, brake hoses, master cylinder and front discs have been replaced or reconditioned including hand brake. Original head has been fully rebuilt and engine is in very good condition at 140 psi on all cylinders and all runs cool at 70 degrees. New Clutch, pressure plate and flywheel, master cylinder and slave cylinder.

Independent rear end has been fully rebuilt. Duco is about 35 years old and in good condition for age as well as interior replaced at similar time in red leatherette. Three spots of rust, one in each corner of back doors and some on the beavertail behind the rear bumper, no rust in floor and all acoustically lined, Rear parcel shelf and tops of seats are fading( excellent patina for age ) but still in very good plyable condition, super comfortable seats. All woodwork and hood lining is in very good condition. All electrics are working except for the clock and radio. Service manual, parts manual and genuine tool kit less a few tools. Car always stored under cover and lots of spares and general Jaguar information

Car glides along on the road but no power steering for tight parking spots.

Repainting is due but not essential, Chromework is in very good condition and the car is registered till September 2021 and sale will include personalised 3.8 litre JAG plate if wanted ( JAG 038 ).

This is being offered to members first before going out to the open market

**Price: \$22,000**

**Contact: Peter Decker**

**Mob: 0474 296 949**

**Email: [p.decker1956@gmail.com](mailto:p.decker1956@gmail.com)**

**for more information or pictures**

**Location: Cleveland**



## 2001 Jaguar XK8

Selling my 2001 MY XK8, owned for 20 years, over the years it has had the following upgrades:

Garmin Sat Nav upgrade  
Bluetooth alpine CD unit upgrade and amp to the premium system  
LED running lights and indicators (front Audi chase style)  
Full custom body kit

Lowered 2 inches  
20 inch Jaguar Sepangs

Recent full window and headlight tint (ceramic cooling)  
Fully resprayed as part of cosmetic and minor rust restoration / upgrade

Restored new interior woodwork (still same as factory colour fit)  
Chrome dashboard ring and pedal set  
Timing chain replacement and guide upgrade  
Performance bush kit fitted to suspension and rack

Half pack exhaust upgrade (rear boxes etc)  
230km covered (chains upgrade/replace at 185km)

I imported this when I moved to Australia few years ago and it has performed faultlessly in 20 yrs. only selling as now returning to U.K. and have another car to take back already. Has a minor dent in the rear boot panel which is hardly noticeable but has been factored in to get immaculate. I have chrome rear boot plinth not shown in pic.

\$30,000 comes with number plate.

**Price: \$30,000**

**Contact: Steve bury**

**Mob: 0481 290 458**

**Email: [bigglesbury@yahoo.co.uk](mailto:bigglesbury@yahoo.co.uk)**

**Location: Surfers Paradise**



## 1947 Jaguar MK 1V 1.5 L

5 speed Celica gear box, good tyres & currently on club registration.

Older Restoration.

**Price: \$45,000 Negotiable.**

**Contact: Bryan & Pam Wade**

**Phone: 07 4325 3913**

**Location: Hervey Bay, QLD**



## 2014 Jaguar XF 2.0 litre turbo petrol, 8 speed auto

VIN SAJAC04M9EPU29534

Odometer 88,000 Km

Carnelian red,

Smart Kote surface treatment, beige interior  
18 inch Veloy alloy wheels Burr walnut veneer

Front and rear park aid and rear camera, sat nav, cruise control, blue tooth  
Full service history with Jaguar Australia and Online Service History Garaged night and day since new.

New brakes front and rear 2020 Touring car luxury in near new condition

**Price: \$29,900**

**Contact: Ross Jackson**

**Mob: 0416 211 416**

**Email: [rossjill2@bigpond.com](mailto:rossjill2@bigpond.com)**

**Location: Gold Coast, Qld**

## Jaguar Workshop Manuals

I have the following workshop manuals for sale.

- **E Type** 3.8 Series 1,  
4.2 Series 2, Series 3
- **Mk 10** 3.8 Mk 10
- **Mk 2** Soft cover 2.4,3.4,3.8  
Hard cover 2.4,3.4,3.8

Anyone interested please call & discuss, Bill Kennedy 0412 251 498

**Price: TBA**

**Contact: Bill Kennedy**

**Mob: 0412 251 498**

**Location: Sunnybank Hills**



## Jaguar 2020 XE Alloy Wheels and Tyres

Set of current Style 5029 mid silver, diamond turned finish split, gloss grey inlays 5 spoke alloys.

Front TN491396, Rear TN4913697 (although they both appear to be the same alloy).

These are fitted with Michelin Pilot Sport 4 225/45 ZR 18 tyres with barely 5000 ks of use.

Whole package is virtually brand new. Recently had the opportunity to upgrade to the Jaguar 20" wheel package with Pirelli P Zero OME so they are now no longer required.

Dealer replacement is well in excess of \$5000.00 so I am asking \$2650.00 for the complete package.

If interested or have any questions please contact: Christian Thurtell

**Price: \$2,650**

**Contact: Christian Thurtell**

**Mob: 0447 503 760**

**Email:**

**chris.thurtell.yep@icloud.com**

**Location: Nerang, Gold Coast**



## 1960's Black & White Number Plates

Original 1960's series Queensland black & white number plates to suit a Mk 11 Jaguar.

I will sell these for the same price as it would cost from Personalised Plates Queensland, if you could get them.

**Price: TBA**

**Contact: Bill Kennedy**

**Mob: 0412 251 498**

**Location: Sunnybank Hills**

## Copy of Lucas 1968 Master Catalogue

Good photocopy of Lucas 1968 Master Catalogue in ring binder.

These Lucas Master Catalogues were never common and are now quite hard to find.

They contain details of all Lucas components fitted to all British vehicles manufactured in the Catalogue year.

Included are the component breakdowns and service parts of all assemblies i.e. distributors, alternators, starter motors, wiper motors, lights, etc.

A wealth of information and an ideal source if you want to find out Lucas part numbers and what parts from other vehicles fit your 1960's Jaguar.

Also included is a copy of the Lucas Catalogue "Popular Spares 1957 to 1966".

A quick guide to exchangeability for fast moving parts e.g. a rotor arm for a Jaguar is the same as that for a 6 cyl Austin and a Humber.

**Price \$40**

**Contact: Bruce Brooks**

**Mob: 0491 082 746**

**Location: Kenmore**



## JAGUAR X Number Plates (QLD)

Queensland Personalised Number Plate to suit a Jaguar X

- \* Registered in QLD
- \* Format is LLLLLLSL
- \* 7 Characters long
- \* Black on white background
- \* Suitable for Jaguar X

**Price: \$5,000** Offers invited

**Contact: Dev Kuruppu**

**Mob: 0466 999 450**

(Text messages preferred)

**Location: QLD**



## Jaguar E-Type Number Plates

The ultimate E-Type Series 1 plates or the number 1 E type.

The best contact details are dominiclangridge@yahoo.co.uk and 0409 011 313 (Jeremy Langridge)

**Price: Best offer over \$5000**

**Contact:**

**Dominic Langridge**

**Mob: 0409 011 313**

(Jeremy)

**Email: dominiclangridge@yahoo.co.uk**

**Location: Brisbane**

## Wanted to Buy

### E-Type 2+2, Series 1 or 2

Looking to buy an E-Type 2+2, Series 1 or 2. Does not need to be concours, but a good reliable car that has been used frequently for club runs would be ideal.

**Contact: Marcus Upton**

**Mob: 0499 280 430**





### Jaguar MK1 or MK2 Tool Box

MK1 or MK2 tool box in fair order.

Sorry-no tools.

Price: \$100 or near offer

**Contact name:**  
**Bill McMonagle**  
**Mobile: 0418 647 981**  
**Location: Joyner**



### Jaguar XK8 Number Plates

Advertising for sale PPQ cost \$2428.53

In perfect condition.

No reasonable offer refused.

Price: \$2,428.53

**Contact: Garry Cant**  
**Mob: 0412 989 811**  
**Location: Buderim**



### Jaguar MKII / Daimler Wheels

Four x 15 inch x 6 inch chrome bolt on chrome wheels, fair condition.

Also 4 x steel wheels to suit Jaguar

MKII / Daimler.

Price: \$800 the lot

**Contact: Lindsay O'Brien**  
**Mob: 0412 777 707**  
**Location: Moffat Beach**  
**Caloundra**

## Jaguar Parts for Sale NEW OLD STOCK

- 2 Contact sets MK1 & Early MK2 \$7.50ea
- 1 By pass hose E S1 3.8, MK1,2 etc XK140,150 \$18
- 1 Timing cover oil seal XJ 1968 to 1986, E, MK2 \$8ea
- 1 New Clutch slave cyl (body only) Lockheed 7/8" MK2, E 6cyl etc \$40
- 1 S/hand Clutch slave cyl Lockheed 7/8" (needs recond) MK2, 6cyl etc \$15
- 3 Dist Low tension lead E S1,2 & XJ6 S1 \$5ea
- 1 Thermostat gasket E S1, 2, 420, XK, MK10 \$5
- 1 Header tank hose E S1 4.2L \$20
- 1 S/hand Clutch master cyl E S1,2 (needs recond) \$15
- 1 Rack gaiter E & XK (manual steering) \$10
- 1 Rack bush E S1,2 (manual steering) \$20
- 1 Top hose Lhs to header tank 420 \$25
- 1 Bu pass hose 420 \$20
- 2 Rear Bump stops XJ, 420 \$20pr
- 1 Cross over water pipe Stainless steel V12 1987-92 \$200
- 1 RH Exhaust Engine Pipe V12 genuine 1979-92 \$150
- 1 Expansion tank hose XJS \$5
- 1 S/hand Clutch slave cyl (needs reconditioning) E V12 \$5
- 1 S/hand Clutch master cyl (needs reconditioning) E V12 \$10
- 1 Pr Front Brake Disc Rotors X Type \$130pr
- 1 X Type V6 2.1, 2.5, 3 litre Air Filter \$20
- 1 Dist Cap XJ40 6cyl \$20
- 1 Rotor arm Xj40 6cyl \$7
- 1 Bottom hose XJ40 6cyl \$22
- 1 XJ40 Fuel filter \$15
- 1 Diff output Bearing, Seals, Retainer, Shims, O rings XJ40 \$30
- 2 Sets Front Brake pads Lockheed or Bendix XJ40 early \$50 set
- 1 Thermostat 88 degree \$10
- 4 Heater hoses XK140 \$5 for 4
- 1 Dist Cap Screw on S3 XJ6 \$20
- 1 EFI Coolant sensor XJ6 S3 \$15
- 2 Rotor arms XJ6 S3 & Late S2 \$6ea
- 3 Head studs XJ 4.2L 12.5ins long \$15ea
- 1 Pr Front brake hoses (metric) XJ S2,3 \$50pr
- 2 Tail pipe S/S clamps XJ6 S3 \$5pr
- 1 Y Pipe olive exhaust S3 XJ6 \$5
- 2 Over axle olives exhaust S3 XJ6 \$5ea
- 1 Front Caliper seal kit (metric) XJ S2,3 \$16

- 1 Rear Caliper seal kit (metric) XJ S2,3 \$10
- 1 Trip reset cable XJ S2,3 \$10
- 1 Second hand Ignition Amp Kit S3 XJ6 \$25
- 1 By pass hose XJ6 S3 \$10
- 1 Top hose S3 XJ6 (plastic fan) \$15
- 1 Top hose late S2, early S3 XJ6 (metal fan) \$15
- 1 Bottom hose late S3 XJ6 \$35
- 1 Top hose MK10 4.2L \$10
- 1 Top hose 340 \$22
- 1 By pass hose 240/340 \$20
- 2 Heater hoses tap to manifold XJ6 S3 \$15ea
- 2 Long choke hoses XJ6 S2 \$15ea
- 1 Short choke hose XJ6 S2 \$5
- 1 Expansion tank to radiator hose XJ6 S3 late \$16
- 1 Heater outlet hose XJ6 S2,3 \$12
- 1 S/hand brake master cyl & pistons (needs reconditioning) XJ S2 \$25
- 1 S/hand Clutch slave cyl (body only) XJ6 S1,2 \$15
- 1 Bump Stop front lower XJ \$30
- 1 Oil pressure relief valve S1 XJ6 \$10
- 2 Diff Output flange bolts XJ 1968 to 1986 \$10ea
- 87 Valve stem oil seals XJ6 & XJ12 1968 to 1986 \$3 for 6
- 1 Pr HS8 Carb Jets XJ S1 & S2 \$60pr
- 6 Oil filter head gaskets XJ6 S1 & S2 early \$2ea
- 1 Metal outer seal track Rear hub XJ S3 \$5
- 3 Thermostat Gaskets XJ6 S2,3 \$1.50ea
- 2 Fuel Change over Tank Switch S2, S3 \$40ea
- 1 Air Cond Vacuum Solenoid S2, S3, XJ6/12 \$40
- 1 S/Hand Screen Washer Jet XJ S3 \$10
- 1 Window Switch S3, XJS \$18
- 1 Thermal Fuse A/Cond S2, S3 \$5
- 1 Window Circuit Breaker XJ S3/S \$22
- 2 Door Lock Circuit Breaker XJ S2 \$15ea
- 3 Micro Switch A/Cond XJ S2/3/S \$4ea
- 1 Bulb Failure Transmitter XJ S3 \$27
- 1 S/Hand Repeater Lens & Seal XJ S3 \$5

**Any Questions Just Ask Sandy 0402 029 906**

**Contact: Sandy Mob: 0402 029 906 Location: Brisbane**

# JDCQ Committees & Officials 2021

## Queensland Executive

President	Jim Reid	3388 1229	0418 880 865	president@jagqld.org.au
Vice President	Perry Rolton		0421 062 961	vicepresident@jagqld.org.au
Secretary	Maureen Reid		0407 747 365	secretary@jagqld.org.au
Treasurer	John Somerset		0417 618 899	treasurer@jagqld.org.au
Membership	Stuart Gross		0498 203 227	membership@jagqld.org.au
Web Site Administrator	Paul Lucas		0481 490 334	info@jagqld.org.au

## Regional Register Representatives

Brisbane Register	Lloyd Anderson	3294 8960		lloyd1jaglover@iprimus.com.au
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Sunshine Coast Register	Joe Day	5493 4801	0419 717 590	joseph-day@outlook.com
Gold Coast Register	Di Cooper		0411 176 050	dianecooper580@gmail.com
Wide Bay Burnett Register	Arthur Bock		0408 761 474	aergbock@bigpond.com

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QMSC Representation				

## Brisbane Register

PO Box 3513, South Brisbane, Qld 4101

Chairperson:	Lloyd Andersen	3294 8960		lloyd1jaglover@iprimus.com.au
Secretary:	Joy Cooper		0419 732 091	joy.cooper@cooperation.com.au
Treasurer:	Neil Summerson		0419 273 296	nesjas@bigpond.net.au

Committee Members: Lorraine Andersen, Emma & Andrew Golder, Ian Lind, Phil Sperry, Jonathan Stanton

## Gold Coast Register

PO Box 7636, Gold Coast, Qld, 4217

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PO Box 6396 Toowoomba West 4350.

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Treasurer:	Bruce Dascombe			bnjdas57@gmail.com

## Mackay - Whitsunday Register

P.O. Box 1 Rural View 4740.

Chairperson:	Lyn Wolzak	0417 074 674		wolzak1@bigpond.com
Secretary/Treasurer:	Susan McAllister			mcallisterfamily@bigpond.com

## Sunshine Coast Register.

18 Longwood Drive, Peregrine Springs, 4573

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Vice Chairman	Lindsay Price		5494 7930	joseph-day@outlook.com
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**Wide Bay Burnett Register:** 28 Coral Cove Drive CORAL COVE 4670

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Social Secretary:	Bob McLean	0428 781 901	the_mcleans2003@yahoo.com.au

# Model Registers Queensland

## Chassis Cars

Lloyd Andersen 3294 8960



SS, MkIV, MkV



XK120, XK140, XK150



C-type, D-type



MkVII, MkVIII, MkIX

## Classic Monocoque

Bill McMonagle 3882 0903

Robin Todd 4664 8509 randvtodd@bigpond.com



Mk1, MkII, 240, 340, Daimler V8



S-type



420 Compact



Mk10, 420G, DS420

## E type & F type

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

Secretary Paul Lucas 0481 490 334 info@jagqld.org.au



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

Membership may be either a single person or a couple.

**PRIMARY MEMBER**

Title.....Surname.....

First Name .....

Preferred Name .....

(Badge Name) .....

Postal Address.....

.....

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

Work Tel: (0 ).....Email: .....

**PARTNER MEMBER**

Title....Surname.....

First Name.....

Preferred Name .....

(Badge Name) .....

**Details of Jaguars/Daimlers Owned**

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

For more Jaguar/Daimler details use reverse side

**Membership (1<sup>st</sup> July 2021 30<sup>th</sup> June 2022):**

\$105 + \$50 Joining Fee = \$155 - Includes Qld Jaguar Driver Magazine

**Part year Membership (If joining after 1st January, membership up to 30<sup>th</sup> June 2022):**

\$55 + \$50 Joining Fee = \$105 Includes Qld Jaguar Driver Magazine

**Part year Membership (if joining after 1st April, membership up to 30<sup>th</sup> June 2022)**

\$30 + \$50 Joining Fee = \$80 Includes Qld Jaguar Driver Magazine

Total Payment Made	\$
--------------------	----

Signature

Date....

**Payment may be made by direct deposit.**

**PLEASE USE YOUR SURNAME AS REFERENCE.**

SUNCORP BANK: JDCQ BSB: 484799 ACCOUNT NO: 02 456 7129

You can also apply for membership online at [www.jagqld.org.au](http://www.jagqld.org.au) and click on the Join Here tab.

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