

Queensland

JAGUAR



Driver

March - April 2021



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Queensland Jaguar Driver March - April 2021

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



EDITORS MESSAGE

Hi Everyone,
Hoping this finds you all well and fighting fit. We have some terrific articles for you again in this issue, I am very grateful to all those who contribute, I just hope you don't feel too badgered, I don't mean to bully but once

I hear about a possible storyline, I get a bit excited and it may come across as harassment. The end result is good though, I think. It is very overcast today, last night we had a storm and for the first time in ages we lost power. The problem with not having a power cut for ages, is that you become complacent, as we discovered last night, sitting in the dark, not knowing where the candles or matches were, or if we had, in fact, got any. We had one torch, that could only be used if absolutely necessary, due to the possibility that the battery may be on the way out. Top of shopping list, this week, will be candles, matches and torch batteries. I also think that at the merest hint of storm activity the kettle should go on and a thermos flask filled, so that coffee can be made. It is one thing to perhaps not wish to have a coffee, but quite another to, actually, be denied it. While on the subject of coffee, I will just mention that the Darling Downs Coffee runs are to recommence in April. Due to the Covid situation and Alan's health, Alan and Marie had to stop, after many years of organizing the coffee runs. Now, after discussions with Alan, Richard Gills has decided to take on the organization, so we look forward to our first coffee run on 6th April, details on forthcoming events page.

That's all from me for this issue, enjoy the articles, travel safe and stay well, your Editor, June, from 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

Two beautifully customised XK8's
belonging to Barbara and David Jaynes

Next Jaguar Driver Magazine.

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

Life Members

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

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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

March 2021

Wednesday 3 rd	Gold Coast Register	Midweek Brunch Run Greendays Restaurant, Ashmore Road Bundall D. Hogan 0413878098
Thursday 4 th	Chassis Based Register	lunch @ Karalee Tavern call Lloyd 32948960
Wednesday 10 th	Monocoque Register	lunch @ Jacqui's Café Warwick contact Robin 46648509
Sunday 14 th	Gold Coast Register	Luncheon Run to Kalbar Pub, Kalbar Di Cooper 0411176050
Sunday 14 th	Sunshine Coast Register	St.Patrick's Day lunch at Finbar's
Wednesday 17 th	Brisbane Register	St.Patrick's Day @ The Beach House Beachmere (see flyer)
Sunday 21 st	Wide Bay Burnett	Trip to Bundaberg, BYO morning tea at Alexandra Park, maybe a visit to Kalki Moon Distilling & Brewery, lunch at The Brew House
Sat/Sun 20 th /21 st	Capricornia Register	Outing Saturday evening cruise on river (limit 50) Sunday meet at Rockhampton Zoo for morning tea 9.3.-10am, walk around zoo and lunch at cafe
Saturday 27 th	Modern Compact Register	lunch @ Bottletree Pub Glamorgan Vale call Terry 0409072500
Monday 29 th	Gold Coast Register	Monthly Meeting

April 2021

Tuesday 6 th	Darling Downs Register	Richards Morning Coffee Run 10am Picnic Point Café Toowoomba please contact Richard Gills 46351051 to let him know you are attending
Wednesday 7 th	Gold Coast Register	Midweek Morning Tea run to Anchorage Café, Horizon Shores Marina, Moreton Bay contact T. & I. Ross 0475001197
Thursday 8 th	Chassis Based Register	lunch @ Karalee Tavern call Lloyd 32948960
Friday 9 th	Sunshine Coast Register	Joe and Marg's Hinterland Run with lunch at Brouhaha Maleny
Sunday 11 th	Darling Downs Register	History Event Trip to Muntapa Railway Tunnel, near Cooyar, BYO morning tea at tunnel, move on to Blackbutt Roy Emerson Museum & Nukku Siding, Lunch at Blackbutt contact Bruce & Jeanine bnjdascombe@scelco.net.au
Tuesday 13 th	Brisbane Register	monthly meeting 7.30pm Yeronga Services Club 391 Fairfield Road Yeronga Lloyd 32948960, Joy 0419732091
Wednesday 14 th	Monocoque Register	lunch @ Railway Hotel, Allora
Sunday 18 th	Wide Bay Burnett	Morning tea and meeting at Bamboo Land Nursery & Parkland Torbanlea, lunch at Goodies Toogoom
Sunday 18 th	Capricornia Register	meeting Biloela BYO morning Tea @ park and lunch @ Settlers Hotel
Sunday 18 th	Gold Coast Register	Luncheon Run TBA A. Danks
Saturday 24 th	Modern Compact Register	Lunch at Bottletree Pub Glamorgan Vale Terry 0409072500
Tuesday 27 th	Gold Coast Register	Monthly Meeting

May 2021

Fri-Sun 1st-3rd	Brisbane Register	Drive to Australian Celtic Fringe Festival Glen Innes contact Ian Lind 0438629598 (re wait list)
Tuesday 4 th	Darling Downs Register	Richard's Coffee Run 10am Toowoomba City Golf Club contact Richard 46351051
Wednesday 5 th	Gold Coast Register	Midweek Run D. Willmott 0408455249
Thursday 6 th	Chassis Based Register	Lunch @ Karalee Tavern Lloyd 32948960
Wednesday 12 th	Monocoque Register	Lunch @ Cambooya contact Robin 46648509
Wed-Fri 12-14	Sunshine Coast Register	Mad May Meander (see flyer inside)
Sunday 16 th	Wide Bay Burnett	Trip to Mary Valley Rattler, morning tea at Historic Gympie Station. The Rattler will leave the station at 10am and will stop at Dagon and Amamoor, lunch at Rusty Nails Café
Sunday 16 th	Gold Coast Register	Post Mothers Day Luncheon D. Hogan 0413878098
Sunday 23 rd	Capricornia Register	Outing Emu Park Classics By the Coast
Sunday 23 rd		Macs Bridge (see flyer)
Saturday 29 th	Modern Compact Register	TBA
Monday 31 st	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



March / April 2021

Welcome to all our members to this issue of Queensland Jaguar Driver for 2021.

All Register have had a great start to the year, holding Australia day functions and at this point must congratulate Neil Summerson for the excellent Australia day function at his ranch, and a great turnout was achieved.

Paul organised a run to a car museum and had approx. 28 cars and over 50 members attend.

I attended both the Brisbane and Gold coast register Christmas Parties which were in each case over subscribed.

Further good news, as of the 8th February we have 447 members and since then a couple more have joined, I believe this is the highest number for many years and I would like to welcome these new members and look forward to meeting you.

Another piece of good news, I attended the Brisbane register AGM on the 9th February, I was very pleased to see new members taking up some of the committee positions, Ruth has now been relieved of the Cat chat duties by Emma Golder and I am looking forward to the next Cat chat.

The committee organised two sub committees to revue the constitution and the by-laws and the other to revue the financials of the club. The by-laws were updated and passed while the constitution update will be voted on at a general meeting to be held on the 29th March, see details in this magazine, please join in if at all possible, remember, it is your club.

Also, we have listed the rules for the impromptu drives also in the magazine, please make sure you are doing the right thing as the State Government would be more than pleased to rescind this benefit at the smallest infringement.

Have a great year, I look forward to catching up with as many of you during this year as possible.

Regards

JIM & Maureen

Special Attention to all Members

I wish to advise all members that our friend and great club member Tony CURTIS is gravely ill and in hospital

Tony's family request their privacy be respected but will contact the appropriate club members to advise the membership of Tony's progress.

Please hold Tony in your thoughts and prayers and I am hopeful he will be re-joining us as soon as possible

JIM REID President

Report of Revisions to the JDCQ By-Laws

A sub-committee has reviewed the JDCQ By-Laws over the past few months and there are revisions. Many By-Laws remain unchanged. Those that have been amended include:

- ÷ By-Law 1 Regional Registers. Duties of a register chairperson introduced.
- ÷ By-Law 6 Rules for General Meeting. Far greater clarity on the correct procedure at meetings.
- ÷ By-Law 12 Memorial Trophies. Procedure for awarding these two trophies.
- ÷ By-Law 13 Impromptu Events. JDCQ Policy on impromptu events, arranging, frequency, notice etc. To ensure compliance with Transport & Main Roads requirements.
- ÷ By-Law 14 Code of conduct. The behaviour expected of members. Also the procedure for protest and resolution.
- ÷ By-Laws 15 Electronic Data. In this electronic age, control and access to JDCQ affairs conducted electronically.
- ÷ By-Law 16 Plebiscites. Created as a method for the committee to glean the true opinion of the whole membership. Probably conducted online.
- ÷ By-Law 17 Duties of Club Officers. Specifies the tasks that those on the JDCQ Committee might undertake, though each has varying amounts of time available.
- ÷ By-Law 18 Concessional Registration. Clarifies the requirements for cars belonging to club members to be road registered in the Special Interest Vehicle Scheme
- ÷ By-Law 19 Constitution and By-Law Reviews. Specifies when these documents should be reviewed.



2021 MAC'S BRIDGE Sports & Classic Car Festival

PROUDLY SUPPORTING
OrangeSky
— AUSTRALIA

SUNDAY 23RD MAY 2021

Old Rifle Assoc Belmont Range
1485 Old Cleveland Road, Belmont
(see reverse for location map and directions)

E Type 60th Anniversary Display
Macs Bridge 2021 with assistance from JDCQ will celebrate this milestone for the E Type with a major display, up to 60 of these iconic cars built between 1961 and 1974.

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

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

Photo credit: Scott Nelson of TPR Media

Or visit: **TSOAQ.org.au** and click on the Macleans Bridge page just under the logo.
Activities for all sports and classic car enthusiasts. Proudly presented by the Triumph Sports Owners Association Queensland for the enjoyment of all sports and classic car club members and enthusiasts.

CELTIC FESTIVAL 2021

1-2 May 2021

Please Ring
Ian Lind
0438 629 598
If you
would
like to
attend.

VERY LIMITED ACCOMODATION REMAINING

BROUHAHA BREWERY MALENY

Friday 9th April 2021

This is a joint Jaguar / Morgan Club Run

Meet in the carpark opposite the Landsborough Museum at 10 for a 10.30 departure.

The drive will take us through the picturesque hinterland to the Brouhaha Brewery, 6/39 Coral Street Maleny.

When RSVP'ing please advise your menu choices, payment will be made by you prior to your leaving the restaurant on the day.

Like many restaurants during COVID they are limiting the numbers at the venue but having a couple of sittings. Ours will be 12 noon to 2pm.



For the complete flyer or more details,
please contact Marg or Joe Day
P: 0419 717 590 E: marg-day@outlook.com



ST. PADDY'S DAY FUN Sunday 14 March

@

Finbar's Lounge Bar
12 Bicentenary Lane Maleny
(Plenty of parking available)

Meet at Martin Rungert Park, Cnr, Bray Rd & Neil Rd Mooloolah at 10.30 for 11.00 departure for a short run to the venue.

For those meeting at the venue arrival should be timed for 12noon - 12.30.

Join in the festivities

Wood Fired Pizza & Irish Music

RSVP: Tony Brett

Please let us know if you are going straight to the bar.

P: 07 5445 7973 E: tobr@bigpond.net.au by 7th March

This is a joint run with the Morgan Car Club



Mad May Meander Warwick

2 Nights 12 & 13, May 2021

Wednesday 12th

Meet at Landsborough Museum leaving at 8:30.

Travel via Kilcoy to the Esk Bakery for morning tea and the best custard slices. (1hr 22 mins 104 Klms).

Depart Esk, head to Leyburn (2 Hrs 159 Klms) for lunch at the Pub.

Leave Leyburn for the drive to Warwick via Karara (59 Mins 82 Klms).

Arrive at Buckaroo Motel 86 Wood St Warwick, around 3:00pm and check in. Room Rates: Queen Bed \$115. Queen & Single \$125 Family \$120

Rest or take a quick drive into the city for a look around, Warwick has many historic sites to visit.

Happy Hour at Motel around 5:pm start in the courtyard of the motel



Thursday 13th

After breakfast depart Warwick for a drive on the Settlers' Route to Killarney, stopping at Veronica's on Willow Café for morning tea and fresh scones. Here you have the option of a side trip to Queen Mary Falls 11km each way.

From here we head back towards Warwick. At the intersection of the New England Highway turning right takes you back to Warwick to explore the beautiful city.

Turning left will take you to Sutton's Farm 32 Klms from Warwick towards Stanthorpe.

This farm has the biggest and best apple pies you will ever find. While you are in the area, there are several local wineries close by.

Tonight, we will spoil ourselves by eating out at the Warwick Hotel, before retiring back to our motel for a good night's sleep.

Friday 14th

It's time to pack, but before we leave the choices are the same as the previous day for breakfast. Leaving Warwick there are several beautiful drives going via Toowoomba, or Ipswich and home to the Sunny Coast.

For more information, please contact Ian & Vicki McKinney ian-vicki@outlook.com or phone 0438 733 140. for more details and the complete flyer.

JDCQ Sunshine Coast Register

written and photos by Helen Parmenter



Valentine's Day Celebration



Gentlemen—why would you choose any other way to take your lady love out to lunch on Valentine's Day? These beautiful cars and a few others drove members to Secrets on the Lake for a delicious lunch in a truly romantic setting. Sunshine Coast Register members know how to have a good time wherever they go, and were not disappointed.

The food, ambience, service and company were all superb and much laughter and good natured banter was enjoyed by all 24 members present.

Thanks to John Herbert & Co for supervising the artistic parking of the second love of our lives.



Debbie's delightfully presented chocolates made each person feel special.



Not wonder Col Pickering was smiling—not only was he enjoying a delicious 'fish of the day', but he knew his 1968 Jaguar 340 was on display at the front door waiting to take Lyn and him home

We may be a car club but when presented with these delicious artistic arrangements, we easily transition to a food club as well.



Many had not tasted braised beef cheeks before, but they were declared a winner



Some lucky people forgot their figure for the day and enjoyed dessert—to die for!.

Gabi won the lucky door bottle of bubbles —note Kim's grin—apparently he is rather partial to a glass of bubbles! These lovely ladies were treated to a delightful lunch for Valentine's Day by their Jag loving sweethearts. Laurie & Sue dusted off their 1965 3.8S especially because it is red — for Valentine's Day.



These lovely ladies were treated to a delightful lunch for Valentine's Day by their Jag loving sweethearts



Col proudly drove Lyn to *Secrets on the Lake* in their beautiful 1968 Jaguar 340.



JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg, Maryborough and Hervey Bay

TARGA GREAT BARRIER REEF RACE 2020

written by Brian Foster

Kon'nichiwa, I am most honoured to make your acquaintance.

My English is not so perfect but all the same is probably better than your understanding of Japanese so I will do my best to tell my story. I am JN1GANR35A0490001 and any car expert will be able to tell, I am a Nissan GT-R R35 of the MY2018 and this is my latest escapade you might find interesting.

First, let me tell you a little about myself before I launch into the account of my latest adventure. I was built in 2018 at the Nissan Tochigi plant in the City of Kaminokawa. My engine is a 3.8 litre, twin turbocharged V6 which produces 419 kW of power. The (almost) unique fact about my engine is it is hand assembled by one of a very special group of engineers called Takumi Craftsmen at the Nissan Yokohama engine plant – Tsunemi Ooyama San was the craftsman who built my engine.



Figure 1 The Engine Builder's plaque

Most people think of me as a "Supercar" – I must agree with that assessment.

I started life as a Demonstrator for a large Nissan Dealership in Canberra and I was purchased by a rather nice Scottish Gentleman who sent me off to a specialist organisation in Sydney, called "Just Jap". When I emerged from their workshop in March 2019, I had been transformed from a very fast road car into a very capable tarmac rally car and believe me, I was raring to go and ready to prove myself.

I was entered into Targa Tasmania 2019 and I was very new. There was little time for testing – I knew that if the honourable driver pressed his foot on my "go-faster" pedal (accelerator) then I would rush off but the reality was that I had seldom gone much quicker than 140kph which didn't exactly put me in the Supercar League – but Targa Tasmania would change all that. Sadly, my newness and the lack of testing was all too apparent as over the first 4 days of the event I spent more time in "limp mode" than in race mode. For those of you who are not au fait with the term "limp mode" what that means is the Central Computer in the car is like a traffic cop which receives all the messages from the other computers and interprets them. Now, I am the ECU (the Central Computer) and I am Japanese, and I expect messages to be sent to me in Japanese. At a stretch you can also talk to me in English and I will do my best to understand but my French is patchy and my German, well all I understand is Ja or Nein. So I would go into limp mode because I have been told something in German (by the German computer that looks after the exhaust system) but because I don't understand the message, I assume that something is wrong and rather than let the car run at 150kph and perhaps destroy itself I enforce a limit of 50kph so we can "limp home" and find out what the problem is. Clever eh? Well, no because I was reacting to false alarms and had I been thoroughly tested prior to the event, these problems would have revealed themselves and I could have been instructed to interpret the messages properly.

Isn't hindsight wonderful.

I finished Targa Tasmania 2019 in 4th place which was rather disappointing for me and my race team who owned me.

Arigato – I'll ask Brian to continue the story.

Hand Over to Co-Driver Brian Foster

All of us know that 2020 has been an extraordinary year – one we won't forget in a hurry. I love competing in a race car but already I had been invited to race in an Audi TT in Victoria (in April – event cancelled) and once again in Tasmania in a BMW Z4 Coupe (in May – event cancelled).

Targa Australia, the organisation that owns and operates Targa Tasmania, Targa High Country and Targa Great Barrier Reef, were determined that the 3rd running of Targa Great Barrier Reef would go ahead if Government restrictions permitted over the first weekend of September. The officials are all residents of Tasmania and were obliged to quarantine if they were to come to Queensland during these difficult times. There was a good healthy-looking entry list for the event with rally crews from across the nation entered and eager to participate. However, as July turned into August it became increasingly obvious that inter-state crews would not be permitted into Queensland to compete and withdrawal after withdrawal was the daily fare for the organisers. In the last week of August, Targa Australia again stated that the event was still going to go ahead and rather than match the 250 entries of previous years, 88 Queensland race teams made the long trek up to Cairns to face the 3 days of tough competition which is Targa Great Barrier Reef.

The problem for me though was I didn't have an entry and would be therefore relegated to "watching" via an online application. August 27 changed all that.

I got a call on that morning from a NSW team asking me if I would take the co-driver seat in a BMW M3. I was especially busy that day and was unable to commit when I got the call and said I would be in touch that evening. Then around 12 I got another call, this time from the Service Manager of the "Local Legends" team I had raced with in the 2019 Targa Tasmania which you have just read about. That call made it no contest – race in a GT-R or a BMW M3. The GT-R would always be the one to choose. And that's why, on Monday August 31 I arrived in Cairns full of anticipation and ready for a big event.



Figure 2 The Local Legends GT-R

When I race, I use pace notes. These are purchased from a professional team who race for a living and it is the pace notes that describe the road to me as Co-Driver. It is then my job during the race to relay this information, precisely, accurately and clearly to the driver who will then act on my instruction. However, "Local Legends" like to write their own pace notes – which was a first time for me. Therefore on Wednesday September 2 the driver and I went backwards and forwards over the course writing and re-writing the instructions we would follow on race day in meticulous detail because, at the end of the day, our well-being, even our lives would depend on the accuracy of the notes and the accuracy of the delivery. Very sobering.

The Competition

A Nissan GT-R with a talented crew on board will always be one of the favourites to succeed in a Targa Rally but in this event, we were made 2nd favourites. An equally talented young man, Luke Annear with Codriver Andy Sarandis had entered in a brand-new Mercedes Benz AMG GTR which is a 4-litre twin-turbo V8 which produces 430kW of power. As well as the Mercedes there was a trio of 2019 Lotus Exige 430 Cup cars which may not possess the outright power of the AMG or the Nissan, but they are so lightweight they are very competitive in an event such as this. There was a gaggle of Subaru WRX from 2016 and numerous Mitsubishi EVOs all of which were more than capable of causing an upset if we were to stumble.

We knew we had our work cut-out in order to succeed



© Paul Gobert 2020 rainforest.images@bigpond.com

Figure 3 Luke's Mercedes Benz AMG GTR

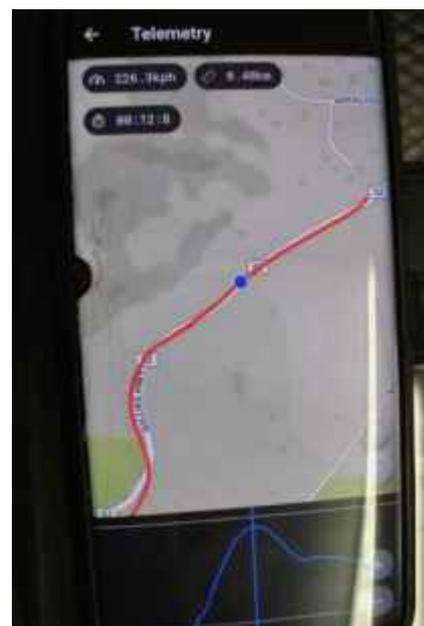


Figure 4 Gillies Range Telemetry

Day 1

The Gillies Range Highway is an iconic stretch of road which climbs out of Cairns and heads to the Atherton Tablelands. From a rally drivers perspective it is close to the ultimate – it starts off fast across the Valley Floor but then climbs steeply and as it is a mountain pass roadway it is switchback after switchback all the way to the summit 19.58kms of torturous winding road.

I check out the telemetry data that the car collects and it was no real surprise to discover that 13 seconds after I told the driver to "Go" we were travelling at 227kph hurtling towards the first bends of the climb up Gillies Range. It is no place for the feint hearted and we absolutely blew away the opposition, the GT-R covered the 19.5kms in 11min 46 seconds – 17 seconds quicker than the 2nd place Lotus and 37 seconds quicker than the Mercedes. We won 4 of the 6 stages on Day 1 and came 2nd in the other 2 and ended Day 1 with a 37 second lead ahead of a Lotus with the Mercedes 52 seconds adrift.

Day 2

Day 2 and the stages were all new, we had never run these before and we didn't have everything our own way. Luke and Andy did a good job in the Mercedes and won the day overall closing the gap by 15 seconds but our lead to the first Lotus was now stretched to 1min42seconds – unassailable so long as we didn't make any silly mistakes or have a mechanical issue.

Day 3

Having Luke and Andy close in on us on Day 2 had given us the "wake up" call we needed, and we resolved to make Day 3 ours. The first stage was another iconic stretch of road – The Kuranda Ranges. It was Father's Day and the crowds lining The Kennedy Highway were huge. The stage is 10.7Kms and the GT-R was quickest again completing the stage in 5min27sec and put another 5 seconds on the Mercedes and another 6 seconds on the Lotus.

We were quickest again on the next stage, but disaster struck for the Mercedes, an ABS problem left the Big Merc without an effective brake pedal, but Luke only discovered this as they came barrelling into a corner at high speed. Faced with a choice of attempting to negotiate a corner at a much higher speed than the car was capable of and risk sliding off into a notorious tree (which had claimed other cars in previous years) or abort the corner and run into a field at the side of the road. Luke wisely decided the field was the best option and the challenge from the Mercedes ended there. The car suffered a few scratches to the roof when it went under a barbed wire fence and holed the radiators (which the team replaced but too late to affect the outcome of the race).

We were now more than 2 minutes ahead of the 2nd place Lotus and effectively cruising – and our task was made even easier when the Lotus tried a little too hard to close the gap and crashed out of the event on stage 17. We won the final stage of the event and at the podium we were a massive 4min and 3 seconds ahead of another Lotus in 2nd and 5min 31



Figure 5 Winners are Tony Quinn & Brian Foster

ahead of the Mitsubishi Evo in 3rd. The margin of victory suggests we had an easy run but of course, nothing could be further from the truth – but the old adage of "To Finish First, First you have to Finish" applied – our main opposition failed to do that. Had Luke been able to run all the stages we know we would still have been victorious, but the margin would have been considerably slenderer.

And so, the mighty Nissan GT-R has returned to its home on The Gold Coast to be prepared to fight for further honours next time out.

For me, I am entered in Targa High Country in November running in a Mitsubishi Evo 6 but as this event is based in the Victorian Alps at Mount Buller, we might not be able to run...



Figure 6 Jaguar S-Type in the event



Figure 7 1956 Jaguar D Type



Figure 8 Another Jaguar - beautiful D-Type



Figure 9 Another addition to the trophy shelf



JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg, Maryborough and Hervey Bay

OUTING TO BIGGENDEN – 21ST FEBRUARY 2021

All members met at the Park in Childers for a Bring Your Own Morning Tea which was then followed by our Meeting. As you can imagine there was a lot of chatting and laughter and lots of introductions were made to our new members Ray and Mel. Due to the fact that there was also a new Jaguar that they hadn't seen before in attendance, the men were like bees around a honey pot, busy checking out the engine, tyres and whatever else men check out on these Jaguars!! The antics of men around a Jaguar never ceases to amaze me and the small amount of time that it takes for that bonnet to go up. It always brings a smile to my face.



SEE WHAT I MEAN – RAY AND MEL'S VERY LOVELY SERIES 11 XJ6

Raffle Draw

The first winner for 2021 was Yours Truly (Gaylene) and I was very lucky to win a Jaguar Shirt. Toni Pearce won the Scratchie but am not sure whether she was lucky enough to win anything (probably NOT).

There was an **Award Presentation** at our meeting on Sunday. Arthur Bock presented the **Female of the Year Award** to **Josie Mittelheuser**. A very huge **CONGRATULATIONS Josie** – you have worked tirelessly for the Wide Bay Burnett Register for many, many years.



ARTHUR PRESENTING JOSIE WITH HER TROPHY



THE VERY HAPPY WINNERS – TONI AND GAYLENE



MEMBERS AT PARADISE DAM



From Childers, Bob then took us on a very scenic drive to Paradise Dam which of course has a lot of controversy surrounding it now. The views of Mount Walsh and the surrounding countryside was beautiful. I always get great joy when I see a mountain and the reason behind this is because we live in Bundaberg and the only tourist spot that may resemble a hill is the Hummock. From what I can gather everyone enjoyed the drive and as many members stated, **'We are a Driving Club'**. Paradise Dam did not disappoint us – it is still very beautiful, but one section has been blocked off due to work on the Dam Wall.

From Paradise Dam it was a very quick drive to the 'Grand Hotel' at Biggenden for lunch. We had the dining room all to ourselves which was a good thing as we did become very loud – everyone seemed to be very excited – I'm not sure why but maybe it was due to the long break that we had over Christmas. It did take quite awhile for our meals to be served but nobody appeared to be worried. The meal was tasty and enjoyed by all. Thank goodness for Grand Children as we had to use our QR Codes at this Hotel – we all appeared to be very efficient and all knew what was required of us – Grandma says Thank you Anna.



LOOK AT ALL THOSE HAPPY SMILES



SANDY AT PARADISE DAM



**DEEP IN CONCENTRATION –
'WHAT TO CHOOSE' (TOO MANY CHOICES)!!!**



CHEERS ARTHUR



THE BEAUTIFUL JAGUARS

Jaguar E Type 1961-1975

The E Type XKE was designed for the North American Market by Malcolm Sayer & Manufactured by Jaguar Cars TD between 1961 & 1975. It's combination of beauty, high performance & competitive pricing established the model as an icon of the motoring world.

The E Type had a claimed top speed of 150 MPH (241KMH) & sub

7 seconds 0 to 60 MPH (97KPH) acceleration, this along with the unitary construction, disc brakes, rack & pinion steering and independent front & rear suspension distinguished the car & spurred industry wide changes.

The E Type was based on the D Type racing car which had won the 24 hour Le Mans for 3 consecutive years from 1955 & employed what was for the early 1960s a novel racing design principle. The front sub-frame carrying the engine, front suspension & front body work bolted directly to the body tub with no ladder frame chassis which was popular at the time, the first cars had a weight of 1315kg (2900lb)

At it's release in 1961 Enzo Ferrari called it the most beautiful car ever made.

There were 3 series for the car –

Series 1 (1961 – 1968) - 3.8lt & 4.2lt Roadster and Fixed Head Coupe. In 1966 a 2+2 version of the fastback coupe was added, it was offered with an automatic transmission. In 1967 - 1968 a series 1.5 was introduced and the difference was it had open headlights.

Series 2 (1968 - 1971) – 4.2lt 2 door Roadster, 2 Door fastback Coupe and 2 door Fastback Coupe 2+2.

Series 3 (1971 – 1974) – 5.3lt 2 door Roadster, 2 door fastback coupe 2+2.

On 14.5.2014 Jaguar Heritage Business announced it would build the remaining 6 lightweight cars from the original 18 cars in 1963 - 1964, only 12 of the cars were produced at the time. The new cars were to use the remaining chassis codes and to be hand built to the original specifications.

The original lightweights were aluminium bodied and used an aluminium block tuned version of the 3.8lt Jaguar engine with 300 BHP (220 KW) output rather than the 265 BHP.

Unlike it's C Type & D Type cars the E Type lightweight did not win at Le Mans & Sebring but were reasonably successful in private hands and in smaller races.

Information sourced from Wikipedia and Jaguar Historic.

Jaguar Flash Backs

This is the first of the Jaguar flashbacks which will now become a new segment in the Jaguar Driver's QLD magazine. I hope you enjoy the articles to come ,so to kick off with and because we are celebrating 2 sports car models this year with the C Type celebrating 70 years and the E Type celebrating 60 years I have put together a short history of both cars.

Jaguar built the C Type Jaguar (XK120C) the 'C' stands for Competition was a racing sports car (body

type -Roadster) selling them between 1951 – 1953. A total of 53 cars were built with 43 cars sold to private owners mainly in the US.

The car was based on the road proven XK120 using it's running gear in a lightweight tubular frame, designed by William Heynes Jaguar Chief Engineer, with an aerodynamic aluminium body jointly developed by William Heynes, RJ (Bob) Knight and later Malcolm Sayer.

The XK120 road car's 3.4 lt straight 6 twin cam produced 160 - 180 BHP (134 KW), the C Type was originally tuned to around 205 BHP (153 KW) and early cars were fitted with SU carburettors and drum brakes. In mid 1953 the cars were upgraded with triple twin choke Weber carburettors and 4 wheel disc brakes.

The C Type was successful in racing, winning the 1953 Le Mans 24 hour, it went on to win 6 more times.

Jaguar Classic are going to hand build 8 C Type Jaguars to the 1953 works C Type specification with the 3.4 lt straight 6 with triple Weber carburettors for 220 BHP and wheel disc brakes.

These cars will be produced ahead of the racing inspired event for the family of C Type owners in 2022.

Information sought from Wikipedia and Jaguar Historic



A TIME TO REMEMBER

written and photos by Sandra Lynch

It was at a lunch in December 2020 for the Chassis Base Register that I happened to be sitting opposite our lovely Editor June Whitehouse when a conversation arose about some Jaguar model cars which were on the table. Lloyd Andersen had placed them there to enhance the table setting for what was our last lunch before Christmas 2020 and June had enquired about the models, one of which was a "C" Type. The conversation then continued as I explained to June how I had sold my complete collection of Jaguar models including the "C" Type but the one which had been my favourite and the hardest to part with was "XJ 13". She enquired as to why it was so special and so began my story to her.

In 1996 my (late) husband Ian and I went on a tour to England and France arranged by Les Hughes, Editor of the Australian Jaguar Magazine. It was a wonderful tour through all the Jaguar factories and other exciting venues and museums etc and in the era of Nick Scheele in charge of things at Jaguar. One of the special events we attended was a dinner at Browns Lane with a lot of well known people who worked, had worked or had connections at Jaguar. There was a wonderful display of cars from the Heritage Trust to view while we enjoyed pre dinner drinks. Our group was then seated at various tables for dinner so as to mix with the Jaguar folk which turned out to be very interesting.

Ian was seated next to Bob Knight who designed the rear suspension on the Daimler Double Six one of which we owned at the time and was under restoration by Ian so that made him very happy to be talking engineering most of the evening. However the gentleman sitting on my left informed me his job in life was to take care of "XJ 13", a car I absolutely love. Naturally I was very excited to have such a conversation with him. It was a very enjoyable evening.

The next morning however was a big day as Jaguar had arranged for a cavalcade of cars to leave Browns Lane for a drive to the Le Mans track for the 24Hour race and to celebrate the 40th Anniversary of the 'D' Type win at the circuit in 1956. A group from our tour arrived early at Browns Lane to allow us time to view all the cars that were going on the drive to France. As we wandered around I happened to meet up with the gentleman who took care of "XJ 13". He remembered me from the dinner the previous night. He had the car looking all clean and shiny sitting there in the car park. It just looked so magnificent I couldn't resist being a bit forward and





after asking him what it takes to be able to sit in a car like that he allowed me to climb in to the drivers seat. I couldn't believe my luck, the only one in the world and there I was sitting there enjoying every moment. I was in awe. The dashboard is really quite basic as the car was built in 1956 but there was something special about the seat. Although it looked quite simple when you sit in it feels as though it was made especially for you.



After being photographed by Ian whom I could see was dribbling at the thought of sitting in the car too , I asked the lovely man would he be allowed to sit in it as he might be jealous. He obliged and after Ian climbed out he remarked on how he felt the seat was made for him. Amazing seat. Nobody else was permitted to sit in the car that day so I felt very privileged to have been allowed and I think my smile said it all for the rest of the day. I will never forget the occasion.



By now the crowd had built up and the number of Jaguar cars in the car park had risen. There were D Types, C Types, E Types including the last E Type built, Penny Woodley's VKV 752, The famous NLIB 170, XK SS's and of course XJ 13. The Lord Mayor of Coventry had arrived to join Nick Scheele in flagging the cars off. The atmosphere was electric. Everyone was smiling, it was such a happy occasion and such a thrill to be present. The only car which didn't participate in the cavalcade was XJ 13 which was driven to France in a padded pantechnichon as being the only one in the world was far too valuable to drive there by road. Our tour duly arrived in Le Mans France a couple of days later and we enjoyed watching all the famous cars doing alap of the circuit.

Our photographs were enlarged and framed. Some time later Norman Dewis who was the famous racing driver for XJ 13 came to Australia for a National Rally. As a guest of the Jaguar clubs he travelled state by state and when in Brisbane gave us a very informative talk on his time as the driver and of course the crash from which he luckily survived. He was quite a character and kept us very entertained for the evening. At the end of his talk he was kind enough to autograph our photographs which I now treasure. He remarked on how lucky I was to have sat in the car as not many people have had that privilege. Privilege indeed and truly a time to remember.



JDCQ Gold Coast Register

Australia Day

photos by Robin Kup-Ferroth



NOTICE CONCESSIONAL REGISTRATION

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

JDCQ President



Brisbane Register of JDCQ Australia Day Celebrations

Written by Tony Nelson
Photos by Terry Whitehouse



I have a confession. I have been a member of JDCQ since June 2006 and have never attended an Australia Day event. My reason was selfish, as it is usually a very hot day. Also was this year. Too bad we did not get Australia Day in May or June.

All this changed when Neil and Jenny Summerson invited the Brisbane Register to use their Peak Crossing property as a location for the annual Australia Day event.

This then changed a bit as Neil is the treasurer of Brisbane Register of JDCQ, and also the treasurer of the Fassifern Valley Rotary Club.

He applied for and received a Commonwealth grant to fund a Rotary Oz Day event with guidelines on how it would be run.

As you may know, for the past 9 years I have worked with Neil and Jenny to create A Day in the Country and please note this year it is Sunday 29th August and it is never too early to register.

With the funds from the Commonwealth, Neil put forward the suggestion to the Rotary Club that they become involved in the JDCQ Australia Day event. We also asked 3 other car clubs who have supported our annual multi marque charity event since participation, if they would also like to participate with limited numbers and they were happy to do so.

We are still in a pandemic, so the event had to be run with strict guidelines from Qld Health and we ticked all the boxes of the multi-page COVID check sheet. Each participant at the gate handed in a completed and signed COVID declaration.

I also kept a running sheet of all participants' details, just in case a COVID event happened from the gathering, so all could be contacted immediately by Qld Health.

Each member donated at least \$10 at the gate to be used for the ongoing work of this great Rotary Club.

Many hands make light work and many people volunteered their time to assist



with setting up the event while I worked on inviting members to the event.

We agreed to have only 50 vehicles and 100 members in total attend. In the end, it turned out to be 66 vehicles and 120 people attended 37 Jaguars and 67 JDCQ members attended.

The Fassifern Valley Rotary Club provided 15 volunteers to work on the day.

New members Emma and Andrew Golder not only dressed themselves and their XK150 FHC Aussie, but also volunteered to assist in selling raffle tickets for the two prizes offered on the day.

With the grant money, we were able to provide, at no extra cost to the registered members, our much loved lamingtons, pies with mushy peas and Ukrainian mashed potatoes, sandwiches, barista coffee and frappes, tea and cool soft drinks and water, portable toilets, COVID marshalls and COVID cleaners and raffle prizes.



Also with the grant money, we were able to donate another \$5,000 to our multi marque charity of 2019, 4 Aussie Heros, to assist them to finance a toilet block at their Scenic Rim retreat to assist first responders with PSD from what they see and abuse received doing their job. We were also able to make a smaller donation to the Flinders Peak Rural Fire Brigade.

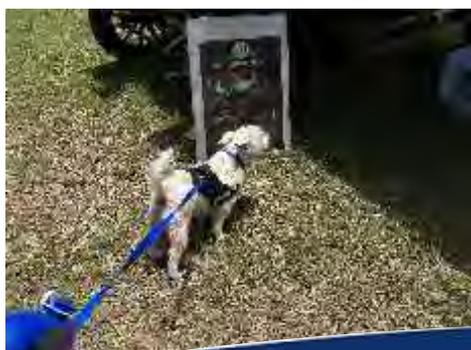
Neil Summerson went over to the Jaguar members who were enjoying each other's company and apologised for ambushing their annual event and turning it into a charity event. Their reply was thank you for providing the venue, food and drinks as if they had done elsewhere, members would be working over a hot BBQ to provide the lunch instead of enjoying each other's company.

Each of the participating car clubs received an award for their annual participation in our multi marque August event.

After the event, Neil, Jenny and I received many emails plus texts of thanks from members who had participated, so we are assuming all enjoyed the day. As happens at these events, trade names are swapped to assist members looking for competent repair people and also negotiations about exchanging vehicles. Thank goodness we don't swap our partners like we see vehicles move around within the club!

The next event Neil and I are arranging is the celebration of 60 years of the E-type Jaguar, which will happen at Mac's Bridge multi marque event at the Belmont Rifle Range on Sunday 23rd of May. If you know of anyone who owns an E-type Jaguar and is not a member of our club, would you kindly get them to email me at eandftyperegister@gmail.com as we wish to display at least 60 E-type Jaguars there on the day.

Thanks to June and Terry Whitehouse for the photographs accompanying this piece.



TWR's Le Mans-winning JAGUARS

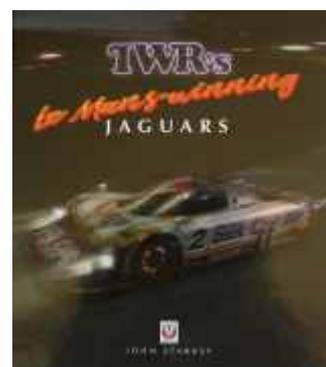
GB28: TWR's Le Mans-winning JAGUARS by John Starkey. This book was first published in October 2020 by Veloce Publishing Ltd.

Tom Walkinshaw was a successful racing driver, who parlayed his knowledge of top-level race preparation and driving into a career as a team boss. He steered BMW race cars to success, then Rover and Mazda, before luring Jaguar – recently privatised again from the clutches of BLMC – into the realm of world class endurance racing.

Under his TWR banner, the Jaguars achieved wins at the Le Mans and Daytona 24-hour races and scooped the world manufacturers' championship prize.

This book describes the design, development and racing history of the TWR Jaguars, and features complete details of each car, including all their races and results.

If you would like to reserve this book give your Librarian Ray Hodges a call on 3820 7681 or email: library@jagqld.org.au Enquires for our mail order service to Queensland Regional Register members welcomed. For the latest material go to our Facebook page. For other books, service manuals, 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 January/February issue of the "Queensland Jaguar Driver" was published.

Jacqueline & Matthew Lovett
Larry & Joan Grima
John & Margaret McGee
Daniel & Carolyn Frost
Alan & Wanda Gould
Ian & Shirley Young
Marcus Upton

Richard Patterson & Janine Prichard
Mark & Debbie Sheridan
Neville & Natalie Guild
Chris & Sharelle Hall
Rod & Leanne Clarke
Noel & Rosalind Madigan



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

The Club currently has 450 members which includes 18 Life Members.

Stu
membership@jagqld.org.au

The virus strikes again

No not the corona virus – it's the Jaguar virus.

The story is that a distant acquaintance who owned a very, very nice Jaguar X300 passed away with cancer some time ago. His widow was trying to sell the car but it had a few problems and there were no takers. She moved to Western Australia to be closer to her grownup family and left the car in the custody of a friend of mine. The problem was an erratic engine idle to a point where it would “conk out” (stall) in traffic.

I made a reasonable offer as the registration was coming due and it was accepted. I went to the Commonwealth Bank to arrange transfer of funds to her account and didn't I get the third degree! Well, I suppose they are trying to protect we older Australians from scams but some of the questions included: -

Q. Have I seen the car? A. Yes, it is in my shed at home

Q How do you know the registered owner? A. Personally, and its her name on the registration papers.

And so on to the point they were advising me it needed a “safety certificate” (which had already been done). They even called in the bank manager! I haven't had so much interaction with the bank since I bought our house and land 28 years ago.

The problem with the engine turned out to be poor compression on two cylinders so I will have to pull the cylinder head off as it has leaky exhaust valves. Luckily no other problems seem to be evident on the computer readout.

There was a spare full size tyre rim so it was obvious the previous owner intended to replace the stupid “space saver “spare wheel. There was also a spare radio and the one in the car seemed to be locked on to one frequency. So that was swapped and we now had a serviceable radio but the automatic aerial would not extend. Using my trusty multi-meter, I was able to see that the aerial was not getting the 12-volt signal to the Harada aerial.

I then consulted Google with the radio type (it's made in Japan) and was able to get the “pin-out” for the leads in the back of the radio. Following the aerial “signal out” wire I discovered it had been interrupted by a couple of leads which I then traced to a small switch mounted in the rear of the centre console compartment. I disconnected the switch and joined the original leads together and hey presto, we had a working aerial. I felt that leaving this switch in place was a real trap for myself and any possible future owner.

Incidentally, getting at this radio looks pretty fearsome but by following the steps in the workshop manual it is

relatively simple. I have attached a photo of the removed panel while I chased down the aerial problem. It appears that this switch in the aerial system is not uncommon particularly in the USA as some people just don't like the aerial up while using CD and tape players.

Getting air conditioning working in the X308

The X308 had an unserviceable air conditioning compressor. Attempts to get another compressor were met with all sorts of problems. I tried far and wide with numerous outlets but none could come up with the correct compressor. Finally, a friend advised me to get in touch with an organisation called Mr Cool at 41 Black St. Milton very near the XXXX brewery. They advised that they could probably repair the compressor as it is basically a Denso brand and to bring it in. By the way they have their own retail business but don't deal with the public for spare parts and repairs, however a friend of mine has a motor repair business and he said he would cover me for the trade aspect

On arrival in the morning, it did not take long for them to assess the problem and advised that by using a new compressor housing and clutch and overhauling the outlet system they could do the job but it would not be cheap at \$650. I said go ahead as there was no alternative. Actually, that is a very reasonable price compared to purchasing a new one (if you could find one). They advised it would possibly be ready in 24 hours and I said OK.

To my surprise I received a phone call the same afternoon to advise it was ready to be picked up. I declined to do that, as it would be in peak hour traffic and arranged to pick it up next morning.

The compressor was refitted and taken to a local air conditioning place for a re-gas. It is now functioning very nicely and that along with the now quiet engine after replacement of the timing chains and guides has made it into a nice car. I still have to chase down one small “clunk” in the front end suspected of coming from a sway bar link.

Clifton monocoque lunch

For once the weather gods were benign and Honor and I were able to fly in the Piper Cherokee to Clifton Aerodrome where we were picked up by Robin and Valerie Todd and transported to the Club Hotel for lunch. Prior arrangements had been made with the hotel for the lunch as these small towns have been doing it tough due to corona virus restrictions and they were not opening for lunch on a daily basis.

If people query why I do fly to longer distance destinations it is very simple. The round trip from Redcliffe to Clifton by plane is 1 hr and 20 minutes. The



round trip by car is about 5 and a half hours. When we do take longer car trips I prefer to overnight at the destination.

The Cherokee used about \$130 worth of fuel. A Jag. For the same distance uses \$50 for fuel but add in the cost of a motel at \$120 it actually is cheaper to fly.

The end of an aviation era

I have put my ex-military CAC 25 Winjeel on the market. I am turning 79 in March and have to face up to the fact I am not getting any younger. I have owned this aircraft for 42 years and actually March is the 40th year celebration of my first flight in it.

I have flown it in numerous air shows and fly ins and have been doing low level aerobatics for decades. None of my family is aviation oriented and I hope to pass it on to another enthusiast. For interest it is listed for sale on the “Plane Sales” website where there is a more detailed history

I will be keeping the Piper Cherokee for the near future as I still have a pilot licence and current medical certificate an instructor rating.

Until next issue – safe Jaguaring and maintain your Covid distance until you get your immunisation “shot”



Sunday 16th May 2021



Rotary
Club of Toowoomba North



8:00 am to 2:30 pm
AEROTEC HANGAR Spitfire Street
TOOWOOMBA CITY AERODROME

Exhibitors: \$10 per vehicle (from 7:30 am)
Public: Adults \$15, Children 12 and under FREE,
Family: \$40 (2 adults & teenagers)

FOOD, DRINKS, JUMPING CASTLE, FACE PAINTING

CONTACT: Paul 0402 276 685 email - rjeffery1963@gmail.com
 Chris 0407 372 908 email - chrisbenjs20@gmail.com



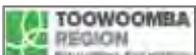
Collection of
CLASSIC & VINTAGE
CARS & TRUCKS
MILITARY
MOTOR CYCLES
WARBIRDS &
CLASSIC AIRCRAFT
 Also, Adventure Flights
FLY- IN (not airshow)

Charity Fundraiser for
Blue Care
Leukaemia Foundation
and other local Charities









NO PETS 

 Only Available Public Entry

 **ATM**

 **NO SMOKING**

 **David Hack Classic**
therotaryclub.com.au



JDCQ Darling Downs Register

Darling Downs February Event

Written By June Whitehouse
Photos by Terry Whitehouse



On 14th February the Darling Downs Register met at Toowoomba and travelled down to Helidon to visit the German Bake & Wurst House. Terry and I joined the convoy at the end of Postman's Ridge Road, our Jag is a bit unwell so once again my very old Toyota had to step up and save the day. We all placed our orders for morning tea, then sat out on the spacious patio area to enjoy the food and pleasant scenery. The relaxing time spent here included our meeting, no one was in a rush to move on. Having, initially, decided to be good and avoid the delicious cakes and pasties available, I gave in to my rumbling tummy at around 11.30 and went in to check the cakes. The Marshmallow cake looked interesting, so that was my choice. It was so magnificent, the combination of marshmallow, lemon curd and sponge cake was like a taste explosion in your mouth, so delicious. After our meeting and sorting out our year ahead, we moved off to our next location for lunch. A few Kms down the road we arrived at the Murphy's Creek Tavern, where we were seated out on the long back verandah. The meals were very good and we all once again relaxed and had a good natter. Kay had organized a raffle and some of us left with some lovely prizes, thank you for that Kay. Our grateful thanks to Bruce and Jeanine for organizing the day



JDCQ Mk2 Burlblings with Robin Todd

Here we are in the wonderful new year of 2021. The media would have us believe that it will be a year of doom, gloom and disaster but in reality all they are hoping for is a news story that they don't have to do any work to cover. How can it be a bad year now that I hear this morning that facebook is back. Gee - thats really good news now we are definitely headed for world peace or is it piece.

I think I might have mentioned this before but in one of my rare moments of inactivity I had another look at the U-tube series DNA Jaguar. It is a series produced by Michael Quinn the grandson of Sir William Lyons who as we all know was the founder of Jaguar Cars as distinct from the Lyons Warmsley company SS Sidecars. The series covers a range of events relating to Jaguars. One of the longest episodes was about the "D" Type Jaguars that won Le Mans 24 Hour race for Ecurie Ecosse which included special guests Norman Dewis and our very own Ron Gaudion. It really is hard to find a more beautiful motor car to look at or listen to than the "D". I especially prefer the "short nose" version even if the long nose is supposed to be an improvement and the side exit exhaust pipes look designed whereas the rear exit pipes look like were left over from Mike Hawthorn's Mk1 or some such thing, but I think I read somewhere that it improved the arrangements for the drivers in such a long race. Now that looks like a really important issue I should discuss with Ron some time in the future. Back in the day I thought side pipes were perfect for the "D" type and the rest were just a bit of rubbish and the long pipe as on Stan Jones Maserati 250F providing a beautiful sonorous sound that was so "right" compared with the side pipes of the Maserati 300S.

One of the other episodes involves Michael Quinn driving his mother up the hillclimb at Prescott [I'm sure it was Prescott because I can't spell Shelsley Walsh] Actually it is interesting the spelling of hillclimb. In most references I found it is hill climb but I notice the sign at Prescott [the home of hillclimbing] spells the name the way I have it written. Anyway Michael was driving that famous XK120 registration NUB 120 in which his mother who was Sir William Lyons daughter Patricia "Pat" who married and then navigated for Ian Appleyard to win many European rallies including the Alpine Rallys Coupe des Alpes each year from 1950 - 1953 and also earning a Coupe d'Or for 3 consecutive years with no loss of points as well as many other UK and European Events.

NUB 120 is retained by the Jaguar Daimler Heritage Trust and is released occasionally to go for a run. Michael was driving a demonstration run up the hill with his famous mother in the passenger seat and had a moments hesitation changing down to second gear. He justified it to his mother by saying "I haven't driven an XK120 for about 10 years - it takes time to get used to the gearbox". His mother looked at him and smiled as only mothers can and said "you have got to double de-clutch".

Here I will repeat an oft mentioned whine. When I advised the ACJC that Michael Quinn was available to tour the various Jaguar Clubs in Australia and be guest speaker, the then chairman [lower case is deliberate] advised that we are Jaguar Clubs what would he be able to tell us.

Enough of all that but if anybody is thinking of coming to our Christmas Party at Bestbrook in November and is desirous of being a trophy collector for the trivia quiz then they might be

advised to keep this issue of our magazine as I can see a good few questions including the tie breakers coming from the paragraphs above.

Went for a bit of a drive up the Sunshine Coast way recently and came across a couple of those electric Teslar thingos. The first was just near Maryvale where his ? speed dropped to 40 kph climbing a hill and the other was on the M1 where red one whistled by [actually, it didn't whistle - that is just a euphemism for saying he was going very fast]. It was in fact very silent. Anyway that prompted some research into the expected mileage for these things. Apparently just like most expected mileages it is dependent on many things like hills, driving style and speed etc so that the oft repeated claim of 645k between charges may not be exactly obtained in actual real life usage just like a proper motor car. So obviously the slow car was just about to run out of power and as there was no servo specialising in his needs nearby, he, just like a driver of a real car he had to trickle home conserving all the energy he could. I suspect that the other one too was short of power so was trying to get home as soon as possible before he ran out. The explanation may be that he had a red one and is therefore so much faster. The other day we went to get some petrol and the queue was right out of the servo forecourt and onto the road. We wondered with two electric charging points in Warwick how we will all get on when the great reset comes.

We have held our first "Country Luncheon" for the year. It was at the Club Hotel Clifton as is usual for our first event. When we made our as usual preview visit there was a sign saying no lunches except Friday and Saturday which left us a bit of an issue, but there is another pub nearby so we thought we might have to go there. While we were in deep discussion the owner of the Club Hotel came out and greeted us with oh the Jaguar Club we though it was about time for your visit. We pointed out the sign but he assured us that all would be well on the day so we booked as usual with numbers of 12 - 16 and I will confirm on the Tuesday morning before. Ripper all set send out the E-mail and wait for the replies. Me mate Bill asked if it would be ok if he drove up in his plane and we picked him up at the Clifton Aerodrome. That solved it was just a case of notifying the numbers. No response, try again with no response send e-mail no response keep trying for the rest of Tuesday and again Wednesday morning. By now Valerie was getting a bit worried but of course I was completely calm and had a couple of panic driven alternative plans. Ian and Vicky McKinney were passing through and asked if it would be ok to attend. Of course it was it was just a bit unsure exactly where, but we didn't say the last bit. We picked up Bill and Honor at the appointed place and headed for the Club Hotel. As we passed through Clifton we saw most of our other attendees having morning tea under a couple of trees. We parked and walked in [at least the place was open] and found everything was ready. Too easy I don't know why people worry about these little things. All was well.

Keep well one and all

Hope to see you one and all early in 2021.

Robin Todd

JDCQ Classic Monocoque Register Calendar for 2021

The calendar for 2020 is over for the year that was so lets 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
10th March
Jacqui's Cafe, Warwick.

Wednesday
14th April
Railway Hotel, Allora

Wednesday
12th May
Cambooya

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
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The Jaguar Marquee

I hope you enjoy this crossword puzzle. In November it challenged and entertained Capricornia and WBB members at our combined Christmas celebration.

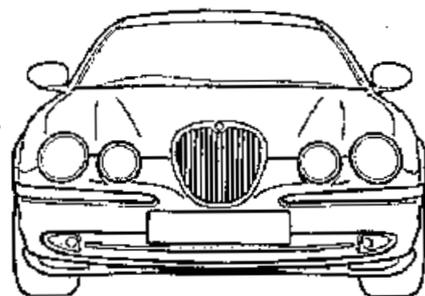
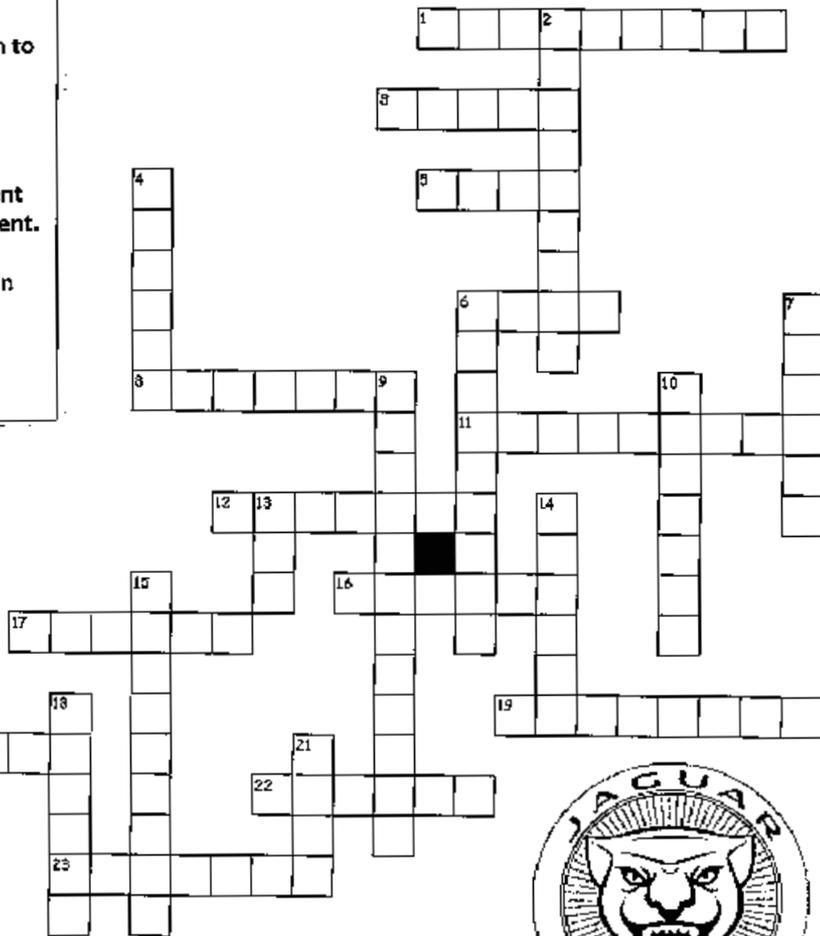
To check your answers, flick through to the back section of this magazine.

A note with regard to

SCAVENGER HUNTS

these will continue on an intermittent basis without the competition element. Though, those who'd like to, could make it a friendly competition within your Register.

Lorraine Givney
Capricornia Register



JAGUAR

Across

1. Jaguar model with a letter followed by a hyphen and then 'pace' is a ...
3. Jaguar's first ever SUV
5. The ... era was from 1990 until 2008
6. Jaguar paint colour factory code D1283 used from 1933-38
8. In 1922 William Lyons and William Walmsley formed the ... Sidecar Company
11. A French term that means 'single shell'
12. Ferocious Jaguar emblem
16. Model name that first appeared in 1935 on an SS 2.5litre sports saloon?
17. What 24 hour race did Jaguar win in 1951 and 1953
19. Produced by the SS Cars factory during WWII
20. Jaguar retailer roadshow - "The Art of ..."
22. A timber used on many Jaguar interiors is ... burl
23. A C-X 75 appears in which Bond movie?

Down

2. Produced from 2011 - 2015 Eagle E-Type ...
4. Jaguar models which begin with 'X' are ...
6. Lyons said that the XK engine must be ... in the manner of Bugatti.
7. The Series II E-Type suffered in appearance due to new ... regulations
9. He used the mantra "value for money"? (2 words)
10. 2000 S-Type Jaguar appeared in 'Pay it ...'
13. Jaguar paint colour factory code CDS/855
14. 83,976 of these were produced from 1969 - 1987
15. Merged with Jaguar on 1 Jan 2013 (2 words)
18. A 1971 XK-E ... appeared in the movie 'Harold and Maude'
21. 1950s advertising slogan 'Grace, ... and space.'

Gold Coast Motor Museum and Stanley's Barn

Thank you to Paul Lucas.

Why? Well last Thursday 11th February he organized a trip to a new motor museum and restaurant at Upper Coomera - just inland from the Gold Coast. Brothers Carl and Grant Amor set up the museum and restaurant complex which recently opened in October last year.

50 members of the JDCQ thought it was time to visit and Brisbane Register members were joined by Sunshine Coast and Gold Coast participants. Most folk from Brisbane met for coffee at Exit 34 M1 southbound.

Time for the off and our convoy joined the carpark that the M1 had become. After a frustrating 20 mins of 1st gear/clutch in/out the traffic thinned and once off the freeway instantly the road twisted and turned through glorious hinterland countryside.

The car and bike exhibits ranged from 1911 through to 1988 most are pristine and shiny and some as found with their accumulated decades of dust.

Moving to the restaurant for lunch presents an unrestored Stanley Steamer. How strange to see the open bonnet showing off not an engine but a giant boiler. I thought my E-Type got hot in traffic but imagine sitting close to this fired up boiler on a hot day. The lunch menu was varied and good value, company warm and chatty and the setting splendid.

If you are interested in researching this venue the website is www.goldcoastmotormuseum.com.au and the address is 107 Kriedeman Rd, Upper Coomera Q4209

Once again Thank you to Paul Lucas



JDCQ Sunshine Coast Register

Australia Day Celebrations

written by Helen Parmenter

Susan and Lindsay Price excelled themselves on 26 January, opening their delightful home and tropical gardens for our lucky register to celebrate Australia Day. Unfortunately our "Mr Fun" Ian McKinney was indisposed and we missed his and Vicki's company, but in true Jaguar style our happy members soldiered on and had a wonderful time. The Register committee had agreed that the Register should sponsor a hamburger lunch, with pavlovas, lamingtons etc and Susan proved to be a super woman with her excellent preparation to have everything ready. Lynn Haussmann's vanilla cream pastries and Debbie's fruit kebabs were also delicious.



Lindsay and Susan welcoming members



The men also stepped forward with Peter Morgan, Lindsay and Ken Parmenter happily cooking not only hamburgers, but sausages, bacon and eggs and onions. What a treat—certainly no one went hungry. Thank you Susan and Lindsay for your generous hospitality (*Lindsay may have missed his true calling when he spent his career at sea.*).

The weather was pleasant and members were not afraid to put good taste aside and dress for the occasion. As we have come to anticipate, some people go to exceptional efforts to look their best for our Club events. First prize for best dressed went to Sandra Bathe and John Ciottarello who were dressed for a day at the beach—(John must own shares in Zinc Cream).



Sue and Laurie Pearce were magnificent but almost unrecognisable in their yellow shirts, outlandish sunnies and headbands sporting twin Aussie flags.



Sandra and John laughingly accept their first prize of a jar of Vegemite!



What story has Bernard been telling to charm the gorgeous Rita and Debbie?



Fashionistas Di and Roger Tarlton bypassed David Jones for their brand new matching Australia Day shirts. What a hoot!



Peter and Holly looking traditionally loyal to their country on our big day.

Even Sandra's MK2 dressed up for the occasion.



Sue Greasely had artistically added Aussie Flags to her and Rob's dancing gear. (Sorry Rob—I missed your photo) Sue is pictured enjoying a chat with Tony and Roger—probably checking on Roger's new tailor.



John and Debbie had been thinking creatively and come up with some amazing awards to recognise the diverse efforts of members during the year. None proved as controversial as the recent Australia Day awards (thank goodness!) and most were not remotely connected to cars, but rather recognised the other interests of members. The caravanners amongst us are pleased to know that Lindsay and Susan took the big step in 2020 and were rewarded with "Caravanning newcomers of the year" and yours truly "Pet owner of the year" in recognition of Ken and I adopting the world's most beautiful dog in May 2020 (my first).

It wouldn't be Australia Day without a thong throwing competition, won with gusto and superb technique by Sue Pearce (rumour has it Sue had Laurie up at dawn practising!!).

You can see in the photograph below the enthusiasm of spectators cheering on a nail biting finish in thong throwing.



Five beautiful Jaguars safely delivered their owners for the celebrations.



JDCQ Capricornia Register

Story and photos by Lorraine Givney

Cool Cars, Cool Company and Cool Breezes

East Shores Precinct by the Gladstone Harbour was the dazzling venue for Capricornia's 21st of February run. Stage two of these well-appointed parklands, opened just last year, was a great place to enjoy the crisp, brilliant Summer sunshine bouncing off the blue water and our shiny Jaguars parked under shade sales. As twenty-three members gathered to catch up and attend our meeting we were grateful for the cool breezes coming off the harbour.



Jaguars shining in the sun

Chairperson, John Large, called the meeting with a giant Jaguar gavel (akin to panel beating the picnic table) ensuring that members held no doubt that the meeting was underway. There was much to discuss - Capricornia Awards; we decided to keep it light and fun - event planning for the remainder of the year; the Register has planned a variety of interesting runs to attend. Lively conversation around these decisions put our new Secretary, Vicki Williams, through her paces and she showed us that she is more than capable of the task. Social Secretary, Marie Smallcombe, energetically made a flurry of amendments to the social calendar, a task she has become expert at over the years.



Vicki's first meeting as Secretary

With much accomplished and having worked up an appetite, the focus shifted to lunch preparation. A few members chose to buy lunch from Auckland House, a large café with micro-brewery, just a short walk from our picnic table, and others fired up the barbeques. It's a pleasant job, cooking on a barbeque flanked by the scenic harbour, port architecture and Auckland Hill Lookout whilst chatting with JDCQ friends. Conversation continued over lunch – local knowledge about cargo ships, regalia chat, good-humoured stirring of mates, Jaguar tech-talk and anticipation of runs to come. From time to time, we watched pilot boats skilfully guide enormous cargo ships into the busy port. As members took their leave there were plenty of positive comments about the day and our 2021 calendar of events.



Listening to the discussion



Cargo ship behind Marie and Frank



Reen and Russ chose the café option



Enjoying the shade of a tree



Gerry and Garry catching up

JDCQ Capricornia Register

Story and photos by Lorraine Givney

Enjoying the Lucky Country

How do you brighten up an overcast, rainy day? Take the Jag for a run to Yeppoon to catch up with Capricornia Register members. Our Australia Day get-together this year fell two days prior to the twenty-sixth. Fortunately, the large picnic shelter at Merv Anderson Park has four under-cover electric barbeques and, though rain blew into one side from time to time, the dry half of the space was plenty big enough for members to enjoy our catch-up on this pleasantly cool January day.

The Gods of Jaguar Appreciation must have been on our side because the rain held off while members admired a spectacular 1950 Mark V which had joined the convoy at Rockhampton. Kevin Flockhart explained that the car had been a sedan imported to Australia in 1950. Over a three year period, Kevin had the donated sedan restored and modified by Finch Restoration in Adelaide. It has a 4.2 litre engine, 5 speed gearbox, power steering, disc brakes all round and is in flawless showroom condition. Some readers might recall seeing this unique car featured in the Australian Jaguar magazine in 2019. As rain was approaching and the modifications to the Mark V have rendered it elegantly open to the elements, Kevin needed to leave early. Capricornia Register is hoping that he will join us with his wife and the Mark V on future Capricornia runs.

With the flow and ease synonymous with the great Aussie barbeque, we made a seamless and conversational transition from morning cuppas enjoyed with delectable and thoughtfully-prepared home-made treats to a variety of tantalising barbecued fare with some enticing fresh salads and fruits to share. Social events in beautiful locations such as this are reminders that Australia is known as 'the lucky country' – rain or shine. This day spent in lovely company, flanked by Ross Creek, red flowering hibiscus, rustic fishing sheds precariously perched on poles with boats moored and a cornucopia of Jaguars to appreciate certainly gave Capricornia members plenty to feel lucky about.



Kevin (black cap) discussing his Mark V 'resto-mod'



Flawless showroom condition



Flash dash



Magnificent machines



Enjoying the dry half of the picnic shelter.



JDCQ Capricornia Register

Story by Lorraine Givney Photos by John Large

Member Profile – John Large and Lyn Fisher

“What are you doing driving my car?”

“Do you want it? I'm selling it.”

This spontaneous conversation led to the realisation of a childhood dream for John Large. On this Oct 2015 day John was at work, directing and managing the family business, when a customer arrived in an X Type and was greeted by John's cheeky question. Before long, the two men had agreed on a price and John became the owner of the X Type – his first on-road Jaguar. Yes – 'on-road' – you see, this purchase did not mark the beginning of John's Jaguar journey. In fact, his love of the Jaguar Marque started in childhood.

Ironically, a childhood preoccupation with books about Rolls Royce was a precursor of John becoming a Jaguar owner. Rolls Royce intrigued him however, the story behind the Jaguar Marque – the intention to offer the common man a car comparable with Rolls Royce quality and prestige at a more affordable price – enticed John into the Jaguar camp. Overall, he has a preference for British cars and bikes and enjoys this passion in the form of a collection of scale models garaged in display cabinets in his living room.

There are sometimes bumps and pot-holes in the road to childhood dream fulfilment. Watching Jaguar tail-lights disappear into the distance on the back of two car trailers in 1998 felt like a deep pot-hole for John. He'd been storing two Mark II Jaguars for a friend who was moving house and subsequently was fortunate enough to be gifted these magnificent vehicles. However, solo parenting four boys alongside running the family business didn't leave time for enjoying these Coventry Cats at that time. John shed a tear or two as they left his Rockhampton place for their new home in Gladstone. One of them had been the first Jag that John had driven. A few spare parts remained in John's possession – a tangible connection with his childhood dream. Another way that John kept his dream alive was skilfully making scale models to add to his impressive collection.

Fourteen years after he farewelled the Mark IIs, another Jaguar drove into the inner circle of John's life when his seventeen-year-old stepson bought a Tudor White 1980 XJ6 Series 3. John questioned his young stepson's wisdom, nonetheless he kindly purchased the car from him and it turned out that a fuel tank leak and blown head gasket became the beginning of the end for this attempt at on-road Jaguar ownership. That's right – John didn't get to drive the XJ6 and was once again Jagless! However, now a member of JDCQ, the next turn in the road brought John's Jaguar dream nearer.

About eight years ago, John and Lyn did two new things – became a couple and went to their first JDCQ run at Awonga Dam, near Gladstone. John says that they “had a ball” and they've attended every run since, with the exception of one when travelling in China. Such is their enthusiasm that they modified their China holiday itinerary



Spontaneous purchase



Scale model collection



John's full-scale Jaguar collection



John's full-scale Jaguar collection



so that they could attend the Register's 25th anniversary celebration. After a few years of membership and his purchase of the X type, John's enthusiasm and leadership skills saw him nominated for chairperson and he's now served capably in this role for four years. Lyn is also supportive of the Register and often sells raffle tickets as well as helping out in other ways.



John's collecting bug didn't stop with scaled down models. Early in 2018 he snapped up an opportunity to own a collection of full scale Jaguars. John purchased six Jaguars when, as Register Chairperson, he heard about a deceased estate sale. His Gracemere yard is now graced by a 1977 white Daimler Series 2 Sovereign, a 1990 XJ40 4ltr Jaguar Sovereign and three XJS V12 Jaguars – the gold one for body parts when he starts his next project; restoring the blue one. For those of you adding up – there was another parts-car. This collection grew when Barry Hancock of Capricornia Register sold John a 1984 XJ6 Series 3 to use as a guide when working on a project but unfortunately it had been tampered with so wasn't fit for this purpose though it remains in the collection.

With so many Jaguars to get back on the road or dismantle for parts, and the potential to have more hobby time on his hands in the future, the next natural step for John was to build a shed. He is now the happy owner of a roomy three-bay workshop shed with a hoist. The XJ40 on the hoist in the photo is John's current project. Lyn, ever supportive of John's pursuits, gave him the purr-fect gift to complete the Jaguar theme – a Jaguar branded table and chairs around which there is sure to be many years of lively conversations about numerous exciting topics including British cars and in particular, the Jaguar Marque.



Completing the Jaguar theme



Three-bay shed



Hoist and workshop



Lyn helping committee with the raffle

Let's have a Laugh



GYLES BRANDRETH'S FAVOURITE JOKES

I have kleptomania. But when it gets bad, I take something for it.

What's the best thing about Switzerland? I don't know, but the flag is a big plus.

Did you hear about the mathematician who's afraid of negative numbers? He'll stop at nothing to avoid them.

I invented a new word: plagiarism!

I told my wife she was drawing her eyebrows too high. She looked at me surprised.

Helvetica and Times New Roman walk into a bar. "Get out of here!" the bartender shouts. "We don't serve your type."

Did you hear about the two people who stole a calendar? They each got six months.

Why did the scarecrow win an award? Because he was outstanding in his field.

I want to die peacefully in my sleep, like my father. Not screaming and terrified like his passengers.

I've read a book about Stockholm syndrome. It started off badly, but by the end I really liked it.

There was an elderly couple who noticed they were getting more and more forgetful, so they decided to visit their doctor. The doctor told them they should start writing things down so they wouldn't forget them. They went home and the old lady told her husband to get her a bowl of ice cream. "You might want to write it down," she said. The husband said: "No, I can remember you want a bowl of ice cream." She then told her husband she wanted a bowl of ice cream with whipped cream. "Write it down," she told him, and again he said: "No, no. I can remember: you want a bowl of ice cream with whipped cream." Then the old lady said she wanted a bowl of ice cream with whipped cream and a cherry on top. "Write it down," she told her husband and again he said: "No, I've got it. You want a bowl of ice cream with whipped cream and a cherry on top." So he goes to get the ice cream and spends an unusually long time in the kitchen. Eventually, he comes out to his wife and hands her a plate of bacon and eggs. The old lady stares at the plate for a moment, then looks at her husband and asks: "Where's the toast?"

Knock! Knock!
Who's there?
Control Freak.
Cont-
OK, now you say, "Control Freak who?"

*What's Black and White and Red All Over?
The Best Worst Joke Book in the World!*
by Gyles Brandreth is published by Puffin

Crossword Puzzle Answers

Across		Down	
1	CROSSOVER	2	SPEEDSTER
3	FSPACE	4	SEDANS
5	FORD	6	GLAMOROUS
6	GREY	7	SAFETY
8	SWALLOW	9	WILLIAMLYONS
11	MONOCOQUE	10	FORWARD
12	GROWLER	13	RED
16	JAGUAR	14	MARKII
17	LEMANS	15	LANDROVER
19	AIRCRAFT or SIDECARS	18	HEARSE
20	PERFORMANCE	21	PACE
22	WALNUT		
23	SPECTRE		

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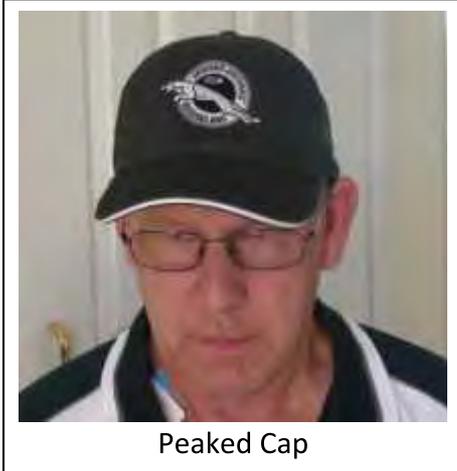
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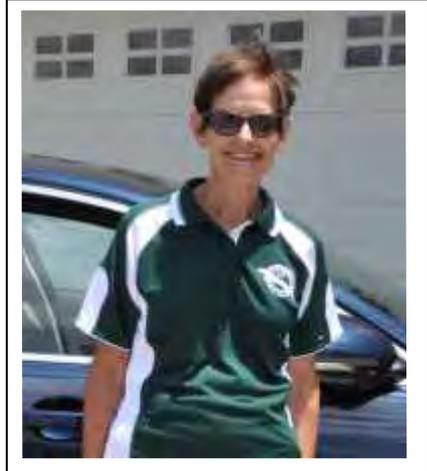


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- 1 Pr Second hand Air Cond knobs S2,3 XJ \$5pr
- 1 By pass hose XJ6 S3 \$10
- 1 Top hose S3 XJ6 (plastic fan) \$15
- 1 Top hose late S2, early S3 XJ6 (metal fan) \$15
- 1 Bottom hose late S3 XJ6 \$35
- 1 Top hose MK10 4.2L \$10
- 1 Top hose 340 \$22
- 1 By pass hose 240/340 \$20
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- 1 By pass hose 420 \$20
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Sporting Coordinator -				
Facebook co-ordinator	Administrators - June Whitehouse, Wendy Gross, Debra Cook, Jamie Cook			facebook@jagqld.org.au

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Brisbane Register

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Sunshine Coast Register.

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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

Charlie Provis 3886 7074

0419 011 399

charlieprovis@gmail.com



XJ40



X300, X308, XJR



X350



XJ 351

Modern Compacts

Terry Whitehouse 0409 072 500



S-type



X-type



XF



XE

Crossover Register



F-space



I-space



E-space

Membership Application Form

INVOICE



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

ABN: 31 195 910 938

PO. Box 3513, South Brisbane, Queensland, 4101

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

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

Details of Jaguars Owned

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

For more Jaguar details, photocopy and use reverse side

Membership (1st July 2020 – 30th June 2021):

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

Pro rata Membership (If after 1 December) (1st December 2020 – 30th June 2021):

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

Membership Expiry is the 30th of June 2021 with renewals due on 1st of July 2021.

		Total Payment Made	\$
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<u>Office Use Only</u>	
Entered in Database	
Membership No:	
Welcome Letter	
Current Magazine	
Badges Ordered	
Badges Given/Sent	
Regional and Model Register Advised	

Signature **Date.....**

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

Payment may be made by direct deposit or cheque

PLEASE PUT YOUR NAME AS REFERENCE.

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

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





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