

Queensland

JAGUAR

Driver

July - August 2022



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Queensland Jaguar Driver July - August 2022

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



Editors Notes

Hi everyone

It has been quite a busy month with many events underway.

Motorfest has been a highlight and it was great to receive all the coverage from members.

In this edition we'll cover the news from various chapters, Motorfest, Ray Hodges reviews a new book and we'll get treated to a bit of mystery. Bill McMonagle covers off on the Nuts and Bolts of Jaguars. Membership forms are included for this year.

Special thanks to Wendy and Stu Gross for providing a lot of the photos and content in this edition.

There were a lot of submissions on this one so if your contribution is not in this one it will most likely be in the next edition.

If you would like to contribute to the next magazine, please send your content to editor@jagqld.org.au.

Happy motoring!

Kind regards, David Eberhard

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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

Source: RACQ
Facebook(motorfest)

Next Jaguar Driver Magazine.

Deadlines for
Closing Date for Contributions 24th August 2022
Classifieds Deadline 22th August 2022

Life Members

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

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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

Tuesday 5th	Darling Downs Coffee Run	10 am	City Golf Club South St.
Wednesday 6th	Gold Coast Register	Mid-Week	Morning Tea Run – Contact: David Willmott on 0408 455249
Sunday 10th	The Overflow Estate 1895 drive & luncheon		Contact Emma Golder goodasgolder@gmail.com
Sunday 17th July	Gold Coast Register	Christmas in July Luncheon –	Contact: Robin Kup-Ferroth 0412 590458
Monday 25th July	Gold Coast Register	Monthly Meeting	

AUGUST

Tuesday 2nd	Darling Downs	Coffee Run 10am	Picnic point café contact Richard 4635 1051
Tuesday 16th	Brisbane Register	Bi-monthly meeting 7.30pm	- Yeronga Services Club Contact Joy Cooper joy.cooper@cooperation.com.au
Wednesday 17th	Brisbane Register	12pm	Sandstone Point Hotel lunch meetup with Sunshine Coast members See flyer elsewhere in magazine; Contact Emma Golder goodasgolder@gmail.com
Sunday 28th	Brisbane Register	A Day in the Country	

SEPTEMBER

Tuesday 6th	Darling Downs	Coffee Run 10am	“Aromas “ High Steet shops contact Richard 4635 1051
Sunday 18th	Brisbane Register	All British Day	Vivian St Tennyson Details pending

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

Chassis Based Register invites all members to join us for our monthly lunch.

Venue is normally Karalee Tavern and time is usually Noon on the first Thursday of the month.

Circumstances may alter date and/or venue, so if intending to go please
contact Lloyd Andersen on 32948960 or lloyd1jaglover@iprimus.com.au



Jaguar Today

President Di Cooper



Greetings fellow Jag Lovers,

Once again, the weather has been against us, and unfortunately a few of our outings have had to be cancelled. Hopefully now we have cooler weather we will not have so much rain.

The cancellation of Macleans Bridge was a disappointment, but we can always look forward to next year.

R.A.C.Q. Motorfest was held on the 19th of June 2022. We ended up having 60+ cars on display. What a display it was, and thanks has to go to Lloyd Anderson and his helpers, well done everybody. It always amazes me, how the general public always love our "JAGS" and love to tell their stories to you about their experiences with the Mark.

I also have to mention on a personal note, my Grandson Harry had his 16th birthday yesterday. We had a great surprise for him, as Garry Mikkelsen said he would take him in his D-Type up to the R.N.A. Showgrounds from here on the Gold Coast. As Harry is 6feet 6inches tall we did not know if he would fit, I think he would have been happy to have major surgery to fit in!!! How great it was to see them tearing up the M1. Thanks again. To Garry, it will be a birthday Harry will never forget.

I think I must mention my mate Frank Munis from Mt. Isa. Frank and his late wife Glenys were the Members who introduced Terry and myself to the Jag Club which we joined in 1991. Frank has just completed a "short" drive from Mt. Isa down to Bargara to see family in his 1990 V12 XJS. Total mileage for the trip just over 4,000 kilometres. Great drive Frank!!!

Thanks again to David for taking on the Editor position, please help him out with content for the magazine.

Hope to see you soon on drives and outings.

Di Cooper

President J.D.C.Q.

E Type Exhibit

Story and photos by John and Gail Newton

While some Capricornia members were at The Fly-in on the weekend of 28-29 May, others drove inland to Baralaba. John and Gail Newton hope you enjoy this story about the run in their E Type.

On Sunday 29th May, Gail and I left Yeppoon at 7am to meet others at the Bouldercombe Pub at 8 o'clock. Our plan was to travel to Baralaba for a bi-annual car show held in support of the Flying Doctor

Service. There was just one other starter - new members John and Henryka Shepherd from Rockhampton driving their lovely '67 Valiant. John is currently finishing a refurbishment on his MK2 Jaguar which should be on the road soon.

It was soon apparent that we were the only starters so we proceeded through Mt Morgan, Dululu and Wowan onto Baralaba. It was a magnificent morning for this 140km country drive. We would not have passed ten oncoming cars on the whole trip. Though, there was a fair bit of fresh roadkill, which put a damper on 'stretching the legs' so to speak. I was having trouble shaking off the Valiant as it was (might have a few tweaks under the bonnet).

We did not go with the intention of being in the display, but on arrival at the showgrounds friendly officials kept directing us around to the main arena where we suddenly found ourselves being instructed to reverse into a marked out parking

spot amongst the other fifty or so cars and motorbikes on display.

We were welcomed by members of the Rockhampton Classic Car Club who were next to us and who had been at the Fly-in at Raglan on the Saturday. Additionally, WBB Register member, Roger Stubbs from Monto, joined us as the day progressed, though his MK8 was not on display. Had he driven it there, I'm sure, based on my experience, that it would have been.

Interestingly there was only one Pommie exhibit in the bike section – a lovely Norton Commando. There were no Triumphs, no BSAs nor Ariels etc. How times change.

What a lovely friendly well-run country car show it was. Raffle tickets were sold throughout the day. There being a total of twenty-five quality prizes, donated by local businesses of Moura, Baralaba, Biloela and Rockhampton etc.

Another surprise was my E Type winning a prize for its originality. The winner overall was a XJ6, modified to a panel van with a Chev motor. The oldest entrant was a superb 1925 ChevCoupe. A magnificent Cadillac was the biggest entrant.

This delightful day was nicely finished off with the drive home at 3.15pm in the prize-winning E Type.



The Old Station Fly-In

Story and Photos by Lorraine Givney

There was movement at the station for the word had passed around – Jaguars from Capricornia were on display.

The Old Station at Raglan is famous for running the popular Fly-In and Heritage Show. In addition to being a gathering of aviators from far and wide as well as an exhilarating two-and-a-half-hour air show, the weekend event includes eclectic displays of trucks, tractors, bikes, quirky miscellaneous vehicles as well as cars. On May 28, Capricornia displayed four shiny Jaguars.

With such a range of motors to admire and discuss, members had plenty to do after planting the Jaguar flag and setting up front-row seats ready for the afternoon air show. Members, Rod (a pilot) and Robyn Spratt, had two loyalties on this weekend. They have been part of the organising team for this unique event for longer than they've been with JDCQ. When asked about the mere ten metre runway verge between planes and spectators, Rod explained that the Fly-In is on private property and therefore subject to fewer regulations. Since starting in 1989, there's been no serious accidents. The proximity to planes taking off and landing certainly adds to the excitement of the skilful, sometimes dare-devil, demonstrations, and performances.

The afternoon was spent captivated by an array of aerial acrobatics performed by accomplished pilots in planes - modern and heritage. There was more excitement when Bobbie and Neale found that they had won the Best Modern Car award for their 2003 XK8, 2 Door Coupe. When the air show ended, most members settled in for an evening of entertainment, fireworks and bonfires, some having set up for

overnight camping on the cattle station turned weekend air extravaganza and festival.



Jaguar flag planted



Robyn and Rod – in their Fly-In roles



Front row seats



Bobby and Neale, happy with their award

A Wet Weekend in May.

Leading up to the Autumn Historic Warwick Race meet for 13th to 15th May, we were concerned about rain for the weekend, with the previous weekend receiving heavy downfalls.

We monitored the weather for Warwick. It was wet Monday, clear Tuesday, and Wednesday, rain predicted for Thursday and Friday with clearing showers Saturday and fine Sunday. I felt reasonably confident Warwick district would have showers and with a bit of luck they would not dampen the weekend for our Event.

Thursday, I set out for the two-hour drive to Warwick leaving a wet Oxley to run in to mist and light rain at the Gap, arriving at Morgan Park Raceway around 8.15am making good time with little traffic. While I waited for the others to arrive, Denis [MPR Maintenance/Groundsman] took me on a tour of the paddock showing the areas which were very damp from last weekend. The other volunteers rolled in from 8.30 to 9.00am. Denis then took Greg Dalliston for a similar tour.

Greg Dalliston had an A1 size Layout of Pit Areas Plan of the Paddock, on which he had marked the areas of "bog potential" and he re jiggered his Pit Area layout to avoid these areas. He explained the task of setting a new standard size Pit Area 12.0m x 5.0m [previous 12x 4.0m] that needed to be remarked out before lunch time. His crew consisting of Chris Fry, Paul Ritchie, Brad Manz, Claude Ciccotelli and Graeme Hodges achieved their target in spite of the intermittent rain. Jim Goulden and I set up the three Club Pop up tents, one at the entry to the Paddock and the other near the HRCC Merchandising Trailer plus a smaller Pop up for the Bus stop.

Ken and Jill Nelson put inserts into all the Competitors Envelopes and Programmes. Big thanks to Len Don for getting the Lap Records updated for the Meeting.

Gates opened at 12.30pm and several of us stayed on to welcome Entrants to Morgan Park Raceway and our Autumn Historic Warwick Race meet, hand them their Envelopes and where needed, give Greg a hand to help them find their Carport or settle into their Pit Bay area or get the big semis and long trailers in to oversize Truck

parking. The downpours got more frequent. By 5.30pm it got too dark to read the Sign-in sheets, so we called it quits for the day.

Next morning, I left the motel at 6.00am and drove across the Condamine bridge and noted the river had broken its banks. As I arrived at Morgan Park Complex, I noticed there was about 40mm of water on the bridge but as I turned into the entrance to the complex, I faced what looked like a sea of water in the dark gloom of the early morning. I immediately stopped. Another vehicle followed me in and pulled up beside me. It was Denis from Morgan Park Raceway. He suggested I follow him in as he knew the way across to the Polocrosse entry. It wasn't as deep as I expected, though the darkness didn't help.

The drive up the hill along Bill Campbell Way to the entrance of Morgan Park Raceway was uneventful as we unlatched the gate. Denis advised we should get everyone out because the exit would soon be lost to rising water if we didn't act quickly. By this time Greg was awake and we consulted with Denis and satisfied ourselves that in the confines of Morgan Park Raceway we were high enough up the hill and safe. We established we had 42 Race Cars and about 20 people on site. I contacted the local Council to advise them of the situation down at the entrance to the Morgan Park Complex and suggested the entry to Bill Campbell Way be closed so people were not tempted to drive into the circuit. We did not need any more people isolated inside MPR. We contacted the HRCC President, Graeme and advised him of the situation and that we were safe on high ground. We had food and could get more, if necessary, from the canteen. We had a couple of people brave the entry and come in to check on their cars and once they knew we were staying on site, they were happy and to return to town. Around this time Denis rechecked the entry to Morgan Park when he went down to get his boss from the Morgan Park Entrance and the water had risen substantially since we had arrived. Morgan Park Raceway advised we should all leave immediately. This is where it got a bit sticky for Greg and I as we couldn't see how we could get the 42 race cars and all the trailers out with all the owners still in town.

We couldn't ask people to risk driving out through the fast-flowing flood waters to Morgan Park to remove their cars, only to find they would be stuck on Bill Campbell Way. At the same time Graeme had come back to us to advise the Cunningham and Warrego Highways were cut in several places plus the north Coast was experiencing torrential rain and several entrants were stopped in queues on their way to Warwick and then we heard the Condamine Bridge was closed. At this point we had no option; Graeme declared the Race meeting **CANCELED**

By this time, we had called all the people at Morgan Park Raceway to a meeting, where we explained the situation and gave them 2 options, leave now while there is still someone around willing to lead or ferry them out [not recommended by HRCQ] or stay and wait for the water to recede tomorrow or the next day. Greg and I were committed to stay on site till we got the last car out. Of the 20 people on site only four elected to stay. I then spoke with the President of WDSCC and came to the agreement that with reduced numbers on site and if Greg and I stayed on site till the last car left, we were given permission to stay on site, a far better option for us.

This all happened around 10.00am Friday. By 11.00am we noticed that the rain had stopped. Greg and I got busy pulling down the tents and signs we had put up and loaded them into Greg's Motorhome and trailer, plus my Ute. Around 3.30pm just after we finished packing up, a 4 Wheel Drive arrived from Stanthorpe along the Old Stanthorpe Road, and another arrived from Warwick along Bracker Road.

To be sure the roads were open Greg and I drove down to the entrance to Morgan Park Complex and were surprised how quickly the water had receded. The entry road had very little water flowing over it, so we drove on towards Warwick via Bracker Road, it had one lane clear. McEvoy Street the Brickyard Bridge was still closed with a sea of water as the backdrop, which we reckoned would not be opened till Saturday.

We sent a message to the Event Secretary, Mark Stockwell to advise interstate competitors via phone text, how they could get to the circuit and

pickup their cars, trailers, pack up and head back home as the road to Stanthorpe was opened. Most waited till next morning.

Saturday morning, blue sky, a little cloud, and the sun shining, I took a drive into town via Bracker Road. The Condamine Bridge was still closed but the water had receded overnight. The Brickyard Bridge on McEvoy Street had no water on it but the Road Closed signs were still in place. Around 8-00am the Condamine Bridge was free of water and waiting inspection. Unfortunately, the inspector had to come from Toowoomba and on the way, he had to inspect three bridges before the Condamine Bridge. All was completed by 1-00pm. At last Monica was able to join me at the Raceway. The last car left at 2.20pm. Monica and I were on our way to our motel on the north side of town, next stop home.

I would like to thank all those mentioned in the above for their efforts in the initial setup but also the follow through to the end of the sage. Also, thank you to Warwick District Sporting Car Club for their understanding of our situation, Morgan Park Raceway employees for their assistance and valued advice, same to Mark Stockwell - Event Secretary and our President - Graeme Wakefield for all the "behind the scenes" advice and work. **Greg**, thanks for the meals, a sleeping bag and companionship through a trying time.

Race Chairman - John Tupicoff



There was pressure to reveal destinations, but we resisted.

It remained a mystery....

Seventeen of us left from outside Nutworks at Yandina. Sadly, the Tedmans had to withdraw because of Jim's health issues (he's doing OK).



First stop was Roadside Relics on Brisbane Rd Gympie. Stu warned everyone at the starting point to leave their wallets, credit cards and so on in the car when they arrived. Suspect that this will be a website for man birthday gifts. The owner, Mike, is a lovely chap.

Only the run sheets to the morning tea destinations were handed out. There was still to be some mystery...



Peter was seriously tempted.

As usual, there were goodies to be shared. There were assorted bikkies from Debbie, yummy bikkies with rice bubbles from Roger (courtesy of his Mum in law) on his first outing with JDCQSC (hope he had a great day, and we see him again soon) and pinwheels from me.

The run sheets for the next part of the journey were distributed - Destination Apollonian Hotel.

We were so lucky with the weather. The day was shining. The countryside was shimmering. As we drove along Louis Bazzo drive the views over the lakes and sea were stunning and the countryside was gorgeous. We were asked to park on the grass at the Apollonian and we did. Is there a finer sight than a row of Jags?





Most were delighted with their lunch and all with the company.

A fun day.
Wendy Gross



NUTS AND BOLTS 2022

By Bill McMonagle

My article in the May-June edition of this magazine attracted some requests for help and parts. One JDCQ member was missing the left-hand side rear window chrome trim on his MK2 and I was able to find him a good one out of my “junk” shed. I also found him a good condition inlet manifold water rail for a MK2. I also had club members phoning me for technical assistance on their cars which included S3XJ6 and XJ40.

I don't claim to be an expert (drip under pressure) but after fixing and fettling Jaguars for over 58 years I suppose I have run into a few of the typical problems and I will try to assist club members where I can. But I must point out that I am not in the “parts business” so I am generally unable to assist enquiries for parts for later model cars but I can suggest possible sources.

Chrome wheel trims.

About five years ago I stumbled across a source of 15-inch chrome wheel trims from a company called Trailers-R-Us who have a Northgate in Brisbane address. At the time they were fairly cheap at about \$40 for a set of 4. I bought a couple of sets for my MK1 and MK2 and they really enhanced the look of the cars. Quite a few friends and acquaintances also bought sets after seeing my cars. By the way these chrome trims were manufactured in Taiwan.

While working on my MK2 recently I noticed that a couple of the wheel trims had gone a bit grotty and it appeared there was some rust coming through the chrome. I pulled them off and replaced them with a couple of new ones I had as spares. In my mind I thought you didn't pay that much for them so don't worry and nearly pitched the removed ones into the rubbish bin.

On closer inspection I discovered that what looked like rust was actually some sort of brown decaying clear lacquer finish over the chrome. I attacked this with some fine steel wool soaked in lacquer thinners and in a few minutes had removed the old lacquer to reveal a perfectly good shiny chrome finish. I intend to replace this old decayed finish with some new clear lacquer as it has obviously protected the chrome over the years. I have included photos of before and after to give you some idea of the “fix”

Trailers RUS has a website and these chrome trims are still available however they are now \$80 a set but still represent reasonable value. They claim to have sold 879 sets.

Before



After



The bug(gars) are with us.

While moving the MK2 around associated with repainting the boot lid I suddenly had a rough running engine blowing black smoke i.e., excessive fuel from the carburettors. I was immediately suspicious of a blocked overflow/vent pipe on the SU carbies. I removed the pipes off the carbies and checked them both and sure enough one was blocked with mud from some bug. It was really jammed in and I had to resort to a 2 mm drill bit to get the mud out of the pipe followed by serious cleaning with wire and compressed air. Before I put the pipes back on I “belled” the ends open with a sharp podger (see below) and wrapped a piece of metallic flyscreen gauze over the ends and secured each with a couple of wraps of lockwire. I replaced the pipes and an engine check had it restored to smooth running.

The second bug encounter was in the X300. While chasing the cause of the central locking failure I removed the driver's door interior lining to get access to the electrical plug associated with the door lock system. I needed to check that the microswitch driven by the door key was doing its job. To my surprise I found a large mud bug nest sitting on top of the door lock system however it was not the cause of any part of door locking saga as the micro switch did check out OK. The nest was removed but one has to wonder how persistent mud bugs are to penetrate so far into a door system.

Contact

I mentioned in the last issue of this magazine that I had lost the contact details of the club member who was looking for the MK2 front bumper bar that had been passed on to the JDCQ from parts donated from a deceased members estate. We did finally reconnect and our club member arrived in a ute, which is a good way to transport things. It turned out he was also on the lookout for other bits, and he finally ended up with a (slightly rusty) boot lid and the chrome window support for a

right-hand driver's door. There are still a few other MK2 bits and pieces left over and going for free to club members so do not be afraid to contact me.

A bit more on metal polishing

My 1960 MK2 2.4 Jag. is modified with lots of different things which includes a full synchro overdrive gearbox, S type seats, changed diff ratio from 4.29 to 3.77. Derrington steering wheel, carbies changed to 13/4 HD6 SUs with 3.4/3.8 inlet manifold, colour change from white to metallic blue and so forth so it is never going to be a concourse winner.

I don't like the big flat "pancake" engine air filter as fitted to the 3.4/3.8 Mk2 cars with the HD6 carbies. It hides most of the engine and is a pain to remove to get at the spark plugs and carby tuning bits. The later MK2, 340 and S type Jags had a different "drum" type filter which could easily be removed by slacking off two wing nuts. While having a shed cleanout I discovered I had all of the bits and pieces necessary for a "drum" filter system. Don't ask me where these bits and pieces came from as I have no idea.

The alloy air inlet system between the air cleaner and carbies is quite different to the standard one used for the "pancake" filter system. The one that I unearthed was a miserable badly corroded example and I almost gave up the idea of a drum filter. I decided that I would have to be aggressive and go after the corrosion on a "do or die" basis. I initially started with an orbital sander using 120 grit paper to simply get rid of the worst of the oxidised aluminium on the flatter surfaces.



After doing this I had a brain wave and grabbed my detail sander and loaded it with 180 grit paper and got stuck into the curved bits. For those who are not familiar with detail sanders they have a small triangular shaped "heel" which is about 90 MM or 3 1/2 inches per side

The sand paper is attached to the heel with hook and loop as per "Velcro". I cut my sanding paper triangular pieces out of 200 mm or 8-inch Velcro backed sanding discs which typically cost around \$1.50 each. You can cut half a dozen sanding pieces from one disc which is a heck of a lot cheaper than buying pre-cut pieces from Bunnings.

The work bench ended up with a heavy coverage of aluminium oxide and metal but finally I had an overall "white" metal finish except for a couple of spots where the corrosion had really gone deep. I then changed the sanding paper to 340 grit and started the road to polishing. To my surprise I was getting a basic polish in the metal while I sanded out the marks left behind by the previous aggressive attack on the corrosion. In fact, it was so good that I went straight to my 6-inch buffing wheel and using "brown" rouge ended up with a nicely polished piece of metal. There are a couple of flaws here and there due to the deep corrosion and it "ain't" concourse however it is quite respectable. While doing a prow on E bay chasing a couple of other bits, I noted the same alloy inlet part for sale second hand in the USA for the equivalent of \$480 Aussie dollars.

I also unearthed a similar alloy intake for a drum filter however it is for the H8 or 2-inch SU carbies and is possibly off a 420 or similar. I don't remember how it came to be in my possession but if you want it contact me on 0418647981.

"Podger"

Spell check doesn't recognise the word, but it is a commonly used term to describe a very useful article which is similar to a scribe but much heavier. They come in all sizes, but the typical ones used around cars and light aeroplanes are made from worn out screwdrivers with a 3 to 5 mm shaft which has been sharpened to a point. They are used to help align panels with existing screw or bolt holes. Shove the podger through the panel's hole and move the panel around until the podger enters the target hole. It is almost essential when working on the under-dash panels on early model Jags.

Until next issue - safe Jaguaring.



A DAY IN THE COUNTRY

Sunday 28th August 2022



CHARITY DAY AT PEAK CROSSING

Jaguar Drivers Club of Queensland members (restricted to 40 cars only) are invited to an "Invitation Only" Multi Marque Charity Day on Sunday 28th August 2022 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 feature 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 and Richard Waterson.

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 11th year, exclusive by not disclosing date or details.





**Brisbane Register meet up
with Sunshine Coast Register
for lunch.**

**AUGUST 17,
Sandstone Point Hotel.**

RSVP Emma goodasgolder@gmail.com



At 0830 on Tuesday 10th May five Couples Joy and Barry Cooper, Lorraine and Lloyd Andersen, Sandy and Don Milner, Ruth Body and Phil Sperry and Jeanette and Ian Lind met at our pre-arranged meeting point at the BP Service station on the Pacific Highway at Morayfield. This was for a comfort stop but not a coffee stop as we planned to escape the traffic before proceeding further up the highway for our coffee and morning tea. Unfortunately, as it had been raining solidly for a week in Southeast Queensland, Emma and Andrew Golder withdrew from the excursion a couple of days before, as they did not want to take out their XK150 in the rain.

On our run up to Morayfield we all felt that we had made the right decision by coming. The cloud was higher with no rain and the road was dry. However, as we set off Northwards, we became less sure of our weather decision as the grey stratus cloud began to close in quickly upon and around us. After a few kilometres north of the Bribie turn-off the rain began once more to fall.

Only two real Jaguars had ventured out, Joy and Barry's 2021 white 'F Pace', and Lloyd and Lorraine's silver 2009 'XK coupe'. Our other travellers drove a Mazda and a sporty Ford Focus RS. I brought along the 2008 Alfa spider, as Jaguar have not yet produced that small four-cylinder sporty coupe that I have been waiting for since I sold my 1966 E Type roadster in November 2015.

Fortunately, despite the rain the traffic heading Northwards was not too heavy, and we stayed in convoy most of the way. We turned off at exit 215 and arrived at the Yandina Ginger Factory at around 09:30. The factory was larger than I remembered. We spent 40-45 minutes there sitting together under comfortable shelter with coffee and scones. Later most of us bought ginger products, and one couple dashed away into the rain to the Macadamia nut factory for some nut products.



Just after 10:00 we departed from the Ginger Factory, retraced our route along Pioneer Street to the roundabout and into Fleming Street, under a low clearance bridge to the junction of the old Bruce Highway. Turning right on the green light we proceeded up the old highway through North Arm (an old gold mining town) and on to Eumundi. Normally this is a lovely drive with native forests and areas of open countryside. On this day unfortunately the rain came down in bucket loads and the countryside was shrouded in low cloud. Still, we were all intrepid Jaguar drivers and took this under our belts with typical Jaguar aplomb. The bitumen was good with no potholes despite the earlier February rains.



The convoy drove through a wet and quiet Eumundi Memorial Drive and main street turning right just before the old Masonic lodge, to pass the primary school and turn left into Eumundi Range Road. The rain continued all the way up the Eumundi Range past the 'CH Ball lookout'. Here we had planned to stop briefly and take photos of Mt Erwah and the Jimna and Conondale Ranges, but we were now up in the Stratus cloud itself and the rain fell so heavily that we continued to Cooroy. Mt Cooroy was covered in cloud and not visible.

Our little convoy proceeded through the outskirts of Cooroy and onto Highway 6 to head towards Pomona and our destination, the old Majestic

Theatre. After turning off the highway we passed through the Twenden National Park in the Yurol section. There were fine stands of forest trees here and the traffic had been minimal since we left Yandina. This whole district, from Eumundi to Cooroy and Pomona, was once the centre of a busy timber-getting industry. Just before we entered Pomona the clouds parted briefly and the rain eased to present us with an almost complete view of Mt Pomona, our first visible mountain of the day.



We arrived at Pomona at approximately 10:45 which gave us 15 minutes to park safely and proceed to up the road to the Majestic Theatre for our silent movie. A beautifully restored organ creates the mood for the viewers providing strong music for dramatic scenes and softer music for romantic scenes during the movie. All speech between actors was by sub-titles as was the case for the original silent movies. Our movie was called 'The First Car', made in 1926, which was appropriately chosen by our host. He knew we were a car club. It was good of them to put it on for us particularly with the organist as well.

They do not usually put on a feature film for less than twenty people. We were to be fourteen but ended up being only twelve. The organist was Ron West in his late 80's, and the organ originally came from Chester. It passed through a couple of enthusiasts hands before ending up in the Majestic Theatre. I understand it is the only one of its kind still working and fully restored in the world.



After this pleasant interlude out of the rain we jumped back into our vehicles and headed towards Cooran, and Kin Kin. The Gin Distillery at Pomona was closed, and we did not have time to check out the Bakery. The movie had run 25 minutes over time. We needed to be back on the road by 1225 for our lunch time appointment. A single lane bridge just out of Pomona reminded me of my childhood when such bridges were common. Next turn was towards Cooran, across a railway crossing and past the centre of town. Cooran brewery also was closed on Tuesdays.

After Cooran, the Cooran-Traveston Road presented a few potholes which we all expertly dodged. These were the only potholes for the trip, but puddles were aplenty. Some even flowed across the road. Crossing the Bruce highway, we passed the Traveston Matilda Kangaroo Service and Rest area and headed on down the Mary Valley Link Road. Left onto Mary Valley road led us to Kandanga.

At the Kandanga Pub we retreated out of the rain and wind and into the main dining area and ordered our lunches from the menu. From Kandanga there were no time restraints and we could relax over lunch until we were ready to head off to Gympie. The original Kandanga Pub was burnt down and a new one was built. It is a low set brick building, with two covered verandas and ample parking at the rear.

After we had all had a good chat and a beer or wine we decided to remain in convoy and leave at about 2:30pm on our last leg towards Gympie. Retracing our arrival route, we turned left past the RV park and bowling club and onto Kandanga/Amamoor Road. Another one-lane bridge crossed Kandanga Creek. It was a rattley old timber bridge and though a bone shaker was strong, with the rising Kandanga Creek underneath but not yet in flood. Some kilometres down the road we passed the Amamoor turn-off to where our train would take us tomorrow.

The country was green and wet, and the rain was easing to showers. Our group turned back onto the Mary Valley Road past Gilder and Long Flat hill, and eventually reached the Normandy Bridge over the Mary River and on to Monkland where we arrived at the Great Eastern Hotel. Here we met Tony Brett and Jen who had driven down from a Sunshine Coast Register trip to Bundaberg. He was driving his late model XJS roadster recently imported from England. It is a rare model with the twin headlights and the six-cylinder motor. Tony tells me it is one of only thirty-four built.



Nobody wanted to go to the RSL, so we ate dinner at the motel restaurant. During dinner we listened to a song called 'Gympie Gold' on a Bluetooth speaker and had a quiz. Some of the answers to the quiz were in the lyrics to this song. Prizes from the Yandina Ginger Factory were duly passed out to the winners. The scores weren't very high, but this was due to the fact that many of the questions were about what we had expected to see en route such as mountains, signs and towns. Of course, none of these things were visible in the driving rain so the answers were difficult to know. Mobile phones were forbidden. We received unfortunate news in the morning that



Wendy and Stu Gross had decided not to come because of the torrential rain and fear of flooding in the Bribie Island area. Very sad because they are always good company. On Wednesday the 11th we elected to drive to the Gympie Historic Railway. The convoy went the long way round. I lived in Gympie for 9 years through Primary School and some of my high School grades. I hoped people enjoyed seeing the old pubs and churches and the fire station.



At the Gympie Historic Railway Station, we were met by Lin and Merv Jackson, another pair whose company we enjoy. They had driven their camper van down from somewhere and parked overnight in the carpark at the station and were waiting for us. Shortly afterwards staff called us to watch the steam engine arrive at the platform to hitch up to the old historic carriages. We were assigned carriage 1702 where we could spread out comfortably. Despite the rainy weather and mist shrouded hills it was still possible to appreciate the beauty of the Mary Valley with its verdant green vegetation, the grazing cattle and views which are equal to anything you might find in Queensland. To add to this, we had the clackity-clack of the old three feet six railway gauge and the heady smell of burning coal from the train. The greenies would frown upon it, but to me it brings back memories of catching steam trains down to the 'Ekka' in Brisbane and coming back with my show bags. I will do the Mary Valley Rattler again a few more times hopefully in less inclement weather and I hope to encourage other folk in the JDCQ to do the same.

I would particularly like to express my thanks to all those brave souls who came out on the run with us. We may be retired and have 40 years of driving behind us, but we have all the experience needed to manage a Queensland rainy day or two. We can stay on the road with the windscreen wipers slap-slapping, whisk through the puddles and drive perfectly safely and happily through a 'trip back in time.' After all, they do it in the England all the time.

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JAGUAR CENTURY

100 Years of Automotive Excellence



Presenting in-depth analysis and hundreds of evocative photographs of the incredible cars Jaguar has created across the decades, automotive historian Giles Chapman examines how company visionaries developed the brand in the trying pre-war days before resetting Jaguar during England's equally challenging post-war years, first with its startling XK120, then the XK140 and XK150. Sporting saloons such as the MK2 and Mark X established further luxury standards, while the stunning E-type unveiled in 1961 became a holy grail of automotive design and gave Jaguar a genuine 150-mile-per-hour sports car.

The story continues to the present, assessing all of Jaguar's challenges and triumphs right up to the acclaimed all electric I-PACE. Chapman also covers Jaguar motorsport heritage, including Formula 1 entries and sports cars such as the remarkable D-type that went head-to-head with the world's best at circuits like Le Mans.

From pre-Depression motorcycle sidecars hammered out in a modest shop to the cutting edge of twenty-first-century automotive technology. Jaguar Century is a definitive volume no enthusiast can be without.

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".

GB24: JAGUAR CENTURY – 100 Years of Automotive Excellence. Author – Giles Chapman. First published in 2021 by Motorbooks, an imprint of The Quarto Group.

Experience the first 100 years of England's most iconic automobiles.

Established in 1922 in a Blackpool garage William Lyons and William Walmsley, the Swallow Sidecar Company transformed into Jaguar, a revered automotive marque synonymous with performance and luxury. Jaguar Century chronicles that company and its remarkable vehicles, from the 1935 SS Jaguars all the way to today's F-Type sports cars and XE and XF sedans.

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

Membership News with Stu Gross

Hello JDCQ 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.

David Baggs & Anna Wolski (Brisbane)
Mark Thurston (Gold Coast)
Ray & Dawn Ballard (Brisbane)

Kevin Hall & Lannie Sun (Brisbane)
Ian Burfurd (Brisbane)
Luke & Angela O'Neill (Brisbane)



Membership renewal for the 2022-2023 financial year is now due.

Our Webmaster sent out renewal notices on the 1st of June.
He will be sending a reminder on the 1st of August. These are bulk mailings.

If you have paid your renewal, please disregard the reminder.

If you did not receive a renewal notice, please check your SPAM/JUNK folder.

Your renewal notice allows you to click on "PAY NOW" which takes you to PayPal.
If you do not have a PayPal account or do not wish to have one,

then all you need to do is enter your credit card details.

The other payment option is direct deposit into the JDCQ Suncorp account:

Acct Name: JDCQ

BSB: 484799

Acct No: 02 456 7129

Reference: Your surname & four-digit member number

If you are unable to pay by direct deposit then your bank teller can do it for you.

Please make sure that your surname & four-digit member number is used as the reference.

If it isn't, then your payment may not be credited to you during my lifetime.

A reminder also that if you cease to be a member of an incorporated car club you are now required by law to remove the SIV concession registration and put your vehicle/s on normal registration. <https://www.qld.gov.au/transport/registration/fees/concession/special-interest/removing-concession>

SIV Rego Restrictions

If stopped by the police. You must show that the Special Interest Vehicle is being operated according to the SIV concession scheme. JDCQ and TMR (Transport and Main Roads) suggest that you carry our current magazine or calendar of events when driving to and from an event.

A copy on your phone is sufficient. If attending an event sponsored by another car club, their flyer or event calendar should be carried.

You and anyone driving your special interest vehicle must only use the vehicle for:

1. Participating in rallies or events, including impromptu events organised by an incorporated vehicle club or events sanctioned by the Australia Street Rod Federation (ASRF).

(**Note:** A **rally** is a social event where a parade of special interest vehicles travel together for competition or to meet at an agreed location. An **impromptu event** is an event that has been initiated by a club member, involves one or more vehicles, and is supported by an incorporated vehicle club or the ASRF. Rallies and events (including impromptu events) must be listed in the incorporated club newsletter or on the incorporated club's website or social media page (or in another manner approved by the club or ASRF, such as the club calendar of events) prior to the event.)

2. Participating in processions for which a Special Events Permit has been issued under the *Transport Operations (Road Use Management –Accreditation and Other Provisions) Regulation 2015*.

3. Exhibiting the vehicle in displays, fetes or similar functions conducted for religious, charitable or educational purposes ceremonial purposes (such as weddings, formals, funerals) involving immediate and de facto family members, or as part of a sanctioned incorporated club event, provided this is not done for fee or reward.

4. Direct travel to and from an approved inspection station to get a safety certificate or certificate of inspection before offering the vehicle for sale.

5. Travel in order to have the vehicle repaired. There is no distance restriction, however, such travel must be reasonable and justifiable by the vehicle operator. 'Road testing' is permitted within a 15km radius from the place where the vehicle is garaged or is being repaired. The purpose of the travel must be to road test the vehicle following repair or restoration, or for general vehicle maintenance and not for any other purpose. This does not include use as an everyday means of transport. A passenger may travel in your vehicle to assist with road testing—only if your vehicle can legally carry passengers.

6. It is recommend by TMR that you carry paperwork that supports your reason for travel – this can include club newsletters or calendar of events. You could also do this electronically by displaying the event calendar on your phone.

What Happens If I Get Pulled Over and Don't Have a Valid Reason for Driving My Car?

Whilst scarce on specifics, TMR states the following if you are caught violating the club registration laws:

"If you use your vehicle outside of the conditions of the Special Interest Vehicle Concession Scheme, you may face a fine or risk having your concession revoked."

You may also risk serious insurance implications if your vehicle is involved in a crash whilst being used contrary to the conditions of this scheme. If there is damage to your vehicle, yourself or others, your compulsory third party insurance and comprehensive insurance may become null and void"

We recommend that before every drive, either have your club event documents on hand, or have the reason why you are driving the car in mind (eg. taking it for mechanical repairs).

Cheers,

Stu
membership@jagqld.org.au

JDCQ Mk2 Burblings with Robin Todd

We were driving along the other night in the red car as distinct from the Grey car or the Squadron Blue car or the Gold car or even the light blue car, which to be honest is not really light blue but more of a French Racing Blue, however it is really a Mazda Blue but I prefer the French Racing Blue tag especially now that our new government [lower case "g" intended] decided to spend upward of 800 million dollars to try to buy the friendship of our French allies.

Anyway the Good Lady Todd wanted to know the outside temperature and was having difficulty seeing the numbers clearly on the information screen as the lighting was significantly dimmed. I explained that that screen had been dimmed because we were driving at night and I didn't want the glare in my eyes in those circumstances, an explanation that I thought was both appropriate and succinct. It was not, however acceptable because the Good Lady wanted to know the outside temperature.

Why I asked ?. It was 8 degrees when we got into the car a little while ago and we are in a nice warm car now and won't need to get out of the car until we get home and then it is only about 10 steps until you are safely in the warmth of the house [that is after the air conditioning has been turned on] while I have to brave the freezing night to put the car away in the shed and then walk for fully 1 to 2 minutes to get into the house. Besides the forecast temperature for tonight is Zero degrees and it won't be that until about 5am based on the theory that the coldest hour is the hour before dawn. Having realised that I was becoming a bit verbose I decided to introduce a bit of humour into the situation by adding that it is not negative zero as per our highly disregarded ABC, it is not even minus zero in what is regarded as normal terminology.

By the way do you know that our ABC has changed their name to AABC, not because they stutter but because of their lack of truth and accuracy reporting to the name Anti Australia Broadcasting Commission which is more appropriate.

Feeling fairly that I successfully avoided a potential pothole in the serenity of my life I settled back into the mundane occupation of concentrating on keeping my eyes busy scanning the road and surrounds for kangaroos and the other wild animals that dwell in those areas after dark.

We had now reached the stage where my Good Lady had a real questioning routine going.. What does that button do? How do you do this or that. All rather interesting because although we have had the car for

something like 10 years and covered almost 200,000 Kms from Cairns to Melbourne or Adelaide whichever is the furthest I have hardly used any of the technology and have not ever found the need so the mind boggles at the facilities on much more modern and/or sophisticated [expensive] motor cars.

I see cars with 13 or more memory settings for the drivers seat and wonder just how many people the owner allows to drive his expensive machine. I do not let anybody drive mine except Cameron one or twice when he drew the short straw to be the "safe" driver when we have gone out to celebrate something or other and of course Valerie each year or so when she has the "carer" role when I have some procedure or other where I have to be zonked out so they can shove a bit of pipe with a camera jammed in the end down my throat. Valerie used to drive me back to the motel from the Clinic but the last couple of times we found it just as easy to catch a cab with a fare of \$10.00 or less, so I don't see much value in that sort of potential problem.

And that is just about it. More technology for drivers to play with rather than drive. I well recall a teenage girl telling me that you need to have your mobile handy so you can have something to do while driving !! And given a year or two plus a bit of wet weather and a whole list of problems that must be fixed because they could lead to a major fault.

Some friends have that in their 4wd thingo. Every now and then especially on a trip they get various combinations of warning lights so after a few shortened trips and frequent visits to the repairman they have been told that this model has some sort of problem in the computer that causes the lights to come on for no reason so don't worry.

Many years ago I remember reading a book about designed obsolescence. It seems that the designers of manufactured good have all studied it well as well as studying how to advertise and sell goods designed to be faulty after a predetermined time.

And now to forthcoming "Country Luncheons". The next one according to tradition is the "Christmas-in-July" which is normally held at the Sandy Creek Pub, Allan, Warwick. I recall being informed a short time ago that that venue now has new owners and we have not yet been out to check out the arrangements. I suggest we assume that it will be at the Sandy Creek unless informed in the reminder e-mail of a change.

August has in the past has been the Rudds Pub, Nobby so we think we will go with that again this year.

Calendar for 2022

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 March to November. Buy off the menu for your own meals and drinks

Wednesday 13^h July
Sandy Creek Pub, Allan, Warwick

Wednesday 10th August
Rudds Pub, Nobby

Others to follow

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



Christmas
IN JULY
Traditional Roast Turkey or Honey Glazed Ham served with Potato bake, seasonal Vegetables & Yorkshire Puddings with lashings of Gravy
followed by
Christmas Pudding s/w Brandy Custard & Berry Coulis
NOTE - Your choice of Turkey or Ham or specific order for dietary requirements taken on the day

WEDNESDAY 13th July, 11.45am for 12 Noon lunch, Christmas attire welcome
BUDERIM TAVERN - ample parking at the rear

COST \$32pp - includes Debbie's delightful Rocky Road, again

PAYMENT direct to Register account BSB 484-799 account 001025575
Please enter surname as reference. Payment please by 10th July considered to be RSVP
Dietary requirements, please refer to www.buderimtaVERN.com.au/menus for alternative offerings.

ENQUIRES - John & Debbie, herbert.casino@gmail.com M 0423380092

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Photo by Trapnell Creations Photography



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\$30 for the weekend

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\$25 for the weekend

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Sunday 18th September, 2022

St Joseph's College Sports Ground, Tennyson.
Gates open at 7.30am. Display Car plus Passengers \$20.
Pedestrians \$2, Parking \$5. First 600 vehicles get metal badge.
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JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg Maryborough and Hervey Bay

June 2022: Our Cruise on The Mary River

Pictures by Sandy

We did not have a run in May, as Gympie and most areas to the North were still flooding, the 3rd time in 2022,

enough is enough I say... La Nina has now apparently eased, so hopefully lots of fine Jaguar Driving weather is to come.

Words from Arthur: There were 16 on board the Spirit of Hervey Bay on Saturday 18th June for our trip up the Mary River to Maryborough and return. We cruised at 20 knots powered along by twin 1000 hp diesels. There were about 150 on board in total and the staff and facilities were excellent. We sailed around Big Woody Island

and Picnic Island to enter the Mary River. The Mary River and Susan River both meet the ocean at the same point and the only other place in the world this happens is in England. We received excellent commentary on all we passed and slowed for narrow sections and homesteads so our wake did not disturb boats and jetties. We were shown flood heights in Maryborough and the history of the wharfs in their heyday. An interesting fact is

that the house on the banks now owned by the Richers family is called the "Love Shack". It was built by a returning digger from the second world war for his English bride. She loved the house but said it would be nicer if

the kitchen looked onto the river instead of the street. So he had the house raised, rotated and re-stumped

while she was away for a few weeks. No mean feat in the late forties. You would definitely be in love to do that! We did a U turn at the Granville Bridge and returned to Hervey Bay Marina via Kingfisher Resort.

A beautiful day with great company!





Some months ago, JDCQ received an invitation from RACQ to mount a major display at this year's Motorfest, to mark the 100th Anniversary of Jaguar. Lloyd Andersen, Chairman of Brisbane Register, volunteered to take charge. Like most big tasks in the club, he had no competition for the role and we are very grateful to him for taking this on.

His plan was to assemble 100 cars for the display. In the end there were 60. It was certainly an impressive site, a pavilion at RNA Showgrounds full of Jaguars and SS cars. Jaguar, as you all know, was not always Jaguar. It started as Swallow Sidecar but, when World War 11 broke out SS was not a very patriotic logo and the name was changed.

At Motorfest there were two SS cars including the ultimate winner of Best in Show, *Catherine*, the beautiful and hardworking lady belonging to Rod and Sue Greasley. You do remember this amazing lady took Rod and Sue from Redcliffe to Perth and back for the ill-fated Nationals? They made it into the Courier Mail ahead of the day, too.





The elegant MK IV, V and IX were represented.

There were two 420s including Col Galley's rare 420G. There was an S type and some MK2s. All that in one line of beautiful cars.

The second row included D types, XK120, XK 140, XK150s and some more MK 2 cars. Right at the end there was the future, an I Pace. The 2 F-Pace were just outside along with the XE and X-types.



Of course, E types are crowd magnets. Five were parked outside at the front of the pavilion to bring in the crowds. There more of them just inside in the 3rd row.

Barry and Joy Coopers red beauty was chosen as the model for the Motorfest Car Badge.

Tony Herald's recently restored E type was working hard in the professional photo booth.

Further along were F types, XKs, XFs and an XE.





The back row represented Classic XJS, XJ 40, and X351, an XK8, some XJ-S, one with its own Jaguar on the roof, and outside a couple of X types.

We do have members whose health now stops them exhibiting but it was so good to see their smiling faces around their beloved Jaguars. It was also good to see members who for a number of reasons couldn't display but were there anyway.



Lots of photo ops in that pavilion! This was a beauty- our President, Di Cooper, RACQ President Elizabeth Jameson AM and Best in Show, *Catherine*. Treasurer John Somerset organised this one. These events are a great opportunity for lucky owners to display their beautiful cars but the club benefits in other ways. Membership Officer Stu Gross and Treasurer John Somerset sold a lot of regalia and we had 2 new members sign up there and then with promises from quite a few others they would do so at home later. Life Member Lorraine Andersen came across to say *hello*.

If you didn't attend this weekend, could I appeal to you to mark September 18th in your calendar and come for a great Jaguar family gathering at All British Day. If you could help that day, nothing too arduous, that would be appreciated as well.

Again, a big thank you to Lloyd!!!

Wendy Gross



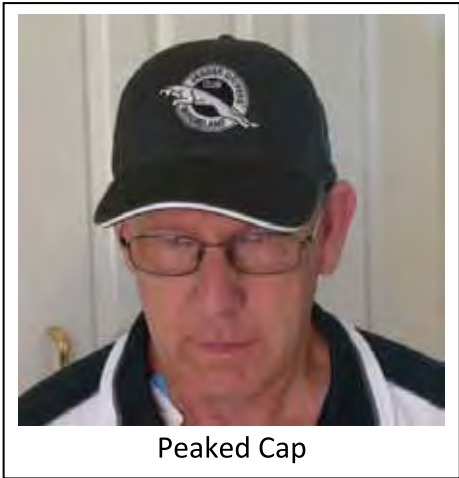


RACQ MotorFest Judges' Choice award went to Rodney Greasley's 1939 SS Jaguar. It was delivered to Australia in 1939 and it's the first series of cars to use the Jaguar name. It has had a concours restoration and is driven regularly, it still remains in its original colour and one of only 17 surviving SS drop head coupes. All original body and matching numbers.



Jaguar Drivers' Club Queensland Regalia

Create the Club Image at events and display days



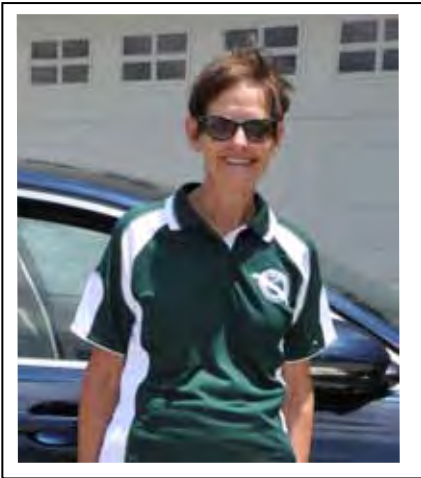
Peaked Cap



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																																								
<div><div>REGALIA ORDER FORM</div><table><thead><tr><th>Shirt Size</th><th>Price</th><th>Postage (if required)</th><th></th></tr></thead><tbody><tr><td>1st shirt</td><td>\$ 25.00</td><td>\$ 8.50</td><td>\$</td></tr><tr><td>2nd shirt</td><td>\$ 25.00</td><td>\$</td><td>\$</td></tr><tr><td>Caps</td><td>\$ 12.00</td><td>\$ 3.30 or \$ 0.00 with a shirt</td><td>\$</td></tr><tr><td>Bucket Hats</td><td>\$ 12.00</td><td>\$ 3.30 or \$ 0.00 with a shirt</td><td>\$</td></tr><tr><td>Grille Badge</td><td>\$ 33.00</td><td>\$ 3.30</td><td>\$</td></tr><tr><td>Window Sticker</td><td>\$ 2.00</td><td>\$ 1.10</td><td>\$</td></tr><tr><td>Replacement Name Badge with magnet</td><td>\$ 12.50</td><td>\$ 1.10</td><td>\$</td></tr><tr><td>Replacement Name Badge Magnet (only)</td><td>\$ 3.00</td><td>\$ 1.10</td><td>\$</td></tr><tr><td colspan="3">Total \$</td><td>\$</td></tr></tbody></table></div> <p>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 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</p>		Shirt Size	Price	Postage (if required)		1 st shirt	\$ 25.00	\$ 8.50	\$	2 nd 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	\$	Total \$			\$
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Preferred Name

(Badge Name)

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Signature

Date....

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