

# Queensland **JAGUAR** Driver



***November - December 2022***



Official Journal of the Jaguar Drivers' Club of Queensland  
Print Post Publication Number 100023288 \$10.00

Visit the Web Page - [www.jagqld.org.au](http://www.jagqld.org.au)

Find Us on Facebook - [facebook.com/JaguarDriversClubOfQueensland](https://facebook.com/JaguarDriversClubOfQueensland)





## PACIFIC JAGUAR

FOR YOUR SERVICE, PARTS & ACCESSORIES

Jaguar Genuine Parts, Accessories, Lubricants and Chemicals are specifically designed for Jaguar vehicles. Get the best performance from your Jaguar with our Free Vehicle Health Check. Plus

- Save 10% on all Genuine Jaguar Parts & Accessories
- Save \$50.00 on any Service
- \$1000 free Genuine Accessories on any New Car Purchase

For all Service, Parts & Accessories enquiries please call - 5458 9786

## THE ART OF PERFORMANCE




PACIFIC JAGUAR LMCT1015043

120 Sugar Road, Maroochydore

(07) 5458 9786 [www.pacificjaguar.com.au](http://www.pacificjaguar.com.au)



07 3216 2054

classicandprestige/ 

[classicandprestigeautoservices.com](http://classicandprestigeautoservices.com)

  
**CLASSIC & PRESTIGE**  
— AUTO SERVICES —

JAGUAR SPECIALIST SERVICE REPAIR RESTORATION AND PARTS

# Queensland Jaguar Driver November - December 2022

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



### Editors Notes

Where has the year gone?

Feels like we've only just come out of Covid lock-downs and it's already Christmas!

The good news is that we've got a lot of content in this edition of the magazine.

There is coverage from the Capricornias 30 years celebration, the All British Day, Darling Downs Weekend Away, Gold Coasts weekend away, Sunshine Coasts Drive to Mt Mee, and much more.

With the rest of my weekends booked out for the remainder of the year, I'm looking forward to time at the coast over New Years. There are many upcoming events before then so keep an eye on the flyers in this edition to make sure you don't miss out on the fun.

Thanks and see you next time,

David Eberhard

### Contents

JDCQ Club Calendar Nov/Dec/Jan	4
Jaguar Life with President Di Cooper	5
JDCQ Capricornia Register	6
JDCQ Darling Downs Register	11
JDCQ Gold Coast Register	16
JDCQ & Me Episode One	19
JDCQ Mackay Register	21
JDCQ Library News	22
JDCQ Membership News	22
JDCQ Sunshine Coast Register	23
JDCQ Wide Bay Burnett Register	27
JDCQ at The All British Day	28
Paint and Panel	31
JDCQ Regalia	33
Classified Adverts	34
JDCQ Committees and Officials	36
Model Registers & Contacts	37
Membership Application Form	38

### Timetable of Deadlines for Queensland Jaguar Magazine 2023

Edition	Deadline
January/February	12/12/22
March/April	07/02/23
May/June	09/04/23
July/August	09/06/23
September/October	10/08/23
November/December	10/10/23



### 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

Jaguar Display: Capricornia 30 years  
Photo: Warwick McAllister - Mackay  
Display coordinator: John Newton

### Next Jaguar Driver Magazine.

Deadlines for  
Closing Date for Contributions 12th December 2022  
Classifieds Deadline 10th December 2022

### Life Members

Margaret Rowse	Ron & May Gaudion	Graham Hein	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	

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

# 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

---

## November

Wednesday 2nd	Gold Coast	Mid Week Morning Tea Run	Organiser David Willmott 0408 455 249
Sunday 13th	Gold Coast	Lunch Run	Organiser Debbie Duncan 0413 181 919
Friday 18th	Brisbane	Visit Kirkfare Klassics Car Collection	
			Interest to Joy Cooper by 11/11/2022 See Flyer
Saturday 26th	Modern Compact	Lunch	Bottletree Hotel, Glamorgan Vale
Monday 28th	Gold Coast	Monthly Meeting	

---

## December

Saturday 3rd	Brisbane	Christmas Party	RSVP Emma Golder by 12/11/2022 See Flyer
Sunday 4th	Gold Coast	Christmas Lunch	Organiser Di Cooper 0411 176 050
Wednesday 7th	Gold Coast	Mid Week Morning Tea Run	(9th Anniversary of Wednesday Runs) Organiser David Willmott 0408 455 249

---

## January

Thursday 26th	Brisbane	Australia Day	Details to be advised
---------------	----------	---------------	-----------------------

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 Di Cooper*



Greetings To All Jaguar Lovers,

The Club has had a busy few weeks, All British Day 18th September, thanks to you all Who assisted to make the Display of our beautiful Jags a winner.

The 30th Anniversary celebrations for Capricornia Register saw Members from every Register in attendance. The feedback I have received from some who attended, they enjoyed themselves so much they wanted to stay for a few more days. Well done, Capricornia.

My own Gold Coast Register had our road trip to Glen Innes, 28 Members attended.

My thanks must go to Dave & Ruth Willmott for all their assistance to me in planning and organising our trip.

Please remember all outings are open to any Members, going to other Registers always makes for a good day out, meeting up with old and new friends.

Our A.G.M. Is to be held on 21st November, I can't believe a year has already gone past since I became your President. My thanks must go out to the rest of our Committee for their help and understanding, which has made my job a pleasure. As I have stated before we are all Volunteers and do it for the love of the cars and the owners we have met along the way.

I wish to say thank you for all for the get well wishes I have had while recovering from my knee surgery, unfortunately I have not attended all the outings I was hoping to get to, hope to make up next year.

By the time this Magazine has even delivered, we will be in the thick of all things Christmas. Happy Christmas and a great New Year to you all.

Happy Motoring,  
Di Cooper,  
President J.D.C.Q.

# JDCQ Capricornia Register

## Capricornia Cats Celebrate 30 Years of Cruising

By Lorraine Givney

Photos by Capricornia Members

The M1 has never looked to good! This is not a comment on the state of the bitumen – plentiful pot-holes and repeated road works – may the latter win out over the former in the near future. It is a comment on the elegant embellishment provided by a convergence of some of the world's most stylish cars on the 1st-3rd of October long weekend of 2022. From north and south, members from all geographical JDCQ registers lived up to the name and the spirit of the club and drove to the Capricornia Region to share in a fun weekend of celebrating Capricornia's 30 years of Jaguar Club life.

Our first place of convergence was a Rockhampton picnic shelter but not just any picnic shelter. In 1992, the inaugural meeting of Capricornia Register was held in this sturdy brick shelter in Curtis Park near the Tropic of Capricorn Spire. Two Brisbane members, now both life members, John Tupicoff and Graham Hein came up from Brisbane to officiate at that initial meeting. It was gratifying to see them enjoying the company of friendly members of the now well-established Register for which they assisted to set up the chassis before pushing the Register out onto the assembly line of JDCQ.



***Badges quickly made celebratory leaps onto collars***

The excited conversations continued as members made their way to the 24 Jaguars parked on Gladstone Road before driving in convoy to the historical Criterion Hotel beside the Fitzroy River. This hotel, built in 1889, is loaded with historical images and artefacts of Rockhampton's colourful history. Tonight, Capricornia would do our own version of stepping into the past over dinner served in Parkers Function Room.

When people meet Capricornia Register there are often comments about the cooperative and friendly nature of members and this was certainly evident over the course of the weekend. Chairman John Large welcomed the 56 members and we settled into our characterful venue.



***Meet and greet - the brick picnic shelter is now rendered and it has rendered Capricornia a venue for many meetings***

Upon arrival, members received many smiles and handshakes as well as a welcome bag containing a 30 years memento mug and stylish badge. The all-important itinerary with maps and other helpful information were also well received by all in attendance. A sumptuous afternoon tea was coordinated by Judy Brooks, happily contributed to by several members and was the subject of many a favourable comment between sips of coffee.



***Chairman John Large***



# JDCQ Capricornia Register

It meant a great deal to Capricornia to have members travel from each geographical register to join us. Another delight was catching up with some past members who attended. Here's a gallery of some photos of the evening:



*Chatting with WWB Register*



*Sunshine Coast and Gold Coast catching up*



*Mixing it up with Mackay Register*



It's not unusual for Capricornia to share JDCQ events with WBB Register but having a chance to chat with Darling Downs members is rare and appreciated.



*Past and present members exchanging stories*



Between dinner courses members were entertained by various speeches, a trivia competition by Marlene, several raffle prizes to win, as well as the drawing of an extraordinarily generous raffle prize skilfully drawn by Marlene – entitled 'Iconic Jaguars'.



# JDCQ Capricornia Register

There are many people who have made Capricornia the thriving Register that it is today. Hearing from Graham Hein and John Tupicoff, as well as from Max Parnell, who had been a very active member of Capricornia in the 1990s until he was transferred to Noosa, reminded everyone how fortunate we are to be part of JDCQ.



**Graham Hein**



**Max Parnell**

The lucky winner of the artworks, "Iconic Jaguars", by Marlene were Capricornia members Jim and Roylene Brooks. This framed trio of elegant Jaguars will certainly be treasured in the Brooks home.



**John Tupicoff**



# JDCQ Capricornia Register

Marlen's tricky trivia test caused all sorts of, mostly playful, debate. As we checked our answers we learned that Capricornia members, Lorraine and Reen had tied for first place. Marlene's natural tie-breaker was to have the two winners draw a picture of a Jaguar... hmmm... let's just say that these drawings would not have been the successful fund raiser that Marlene's were. Lorraine won due to having a leaper on the misshapen bonnet of the unrecognisable Jaguar and all future Jaguar artworks will be left to the professional artist, Marlene. Reen's drawing efforts were rewarded with a runner up prize.

Gold Coast members, Dorothy and Neville Collie won a fuel voucher for travelling the most kilometres to join our celebrations.

... and some enthusiastic people to cut the cake:



*Graham, Max, John L and John T do the honours*

As convention dictates, after the cake is cut, the party starts to wind down. Members, enriched by the events of the day, many with raffle or trivia prizes tucked under their arms, started to depart until, for some, returning to the Parker Room for Sunday breakfast.

\*\*\*

There's a saying that impossible tasks are as 'difficult as herding cats'. On Sunday morning, JDCQ proved the impossible to be possible – 23 cats – big cats, at that – were herded, by John Newton, into a superb and diverse Jaguar display at the Rosslyn Bay Marina.



*Photo by Warwick McAllister – Mackay register*



*Voucher presented by Steve Williams*

It wouldn't be a 30<sup>th</sup> without a celebratory cake...



The Jaguar display attracted locals, some of whom had seen the weekend promoted on social media. There was plenty to admire – the feline lines of the Jaguars and the superb weather – mild temperature, gentle breeze and blue sky. Fortunately, Warwick having offered to take some drone shots was given the all clear to fly – certainly solved the dilemma of how to capture so many cars and members in one photo. From the marina, we went on to lunch at the Pine Beach Hotel, Emu Park.



# JDCQ Capricornia Register

After lunch, checking out the Singing Ship and wandering around the ANZAC memorial, it was time to drive south to Gladstone – the other half of the Capricornia Region. On this run, Mother Nature gave the Jaguars a thorough wash and an opportunity to check for water leaks and windscreen wiper function – it bucketed down!

Fortunately, everyone made it safely to the hotel and, after some heart-stopping (well, at least, Marie's heart – the perils of being Social Secretary) confusion about whether there was in fact a dinner booking, enjoyed a lovely evening of good food with good company.



*Dinner at the Mantra*

\*\*\*

Flavours at the Marina, looking out over sparkling Gladstone Harbour was the Monday morning breakfast venue. Marie's efficiency took some by surprise here...

Chairman John went to pay for the group breakfast when he realised that, when he had swapped cars at Gracemere (gearbox warning light), he had left the Register cheque book in the Jaguar glovebox! Deciding that he would have to sort it out later, he used his card to pay – only to find out that Marie had organised that Treasurer Barry pay in advance of the breakfast. Moral of the story is – always check with Marie first!

A run to Awonga Dam was planned for after breakfast – are you noticing a water theme ... ?



This provided some photo opportunities, because there's no such thing as too many Jaguar photos.



From Awonga Dam, Members drove 45 kms south to Bororen for lunch – the final stop for the weekend.



*Bororen Hotel - a Capricornia favourite*



This wonderful weekend was heavily flavoured with gratitude. Gratitude for the good-hearted people of Capricornia Register who simply make wonderful things happen – everyone contributes in some fashion. Gratitude for the many members who were willing to drive significant distances to share our 30 years celebration. The weekend was made all the more significant and enjoyable by your generous participation. Gratitude for JDCQ that sometimes transcends distance, making Queensland seem a smaller and more connected State. And, gratitude for this beautiful part of the world that is Capricornia Region.



# JDCQ Darling Downs Register

## THE DARLING DOWNS REGISTER ANNUAL WEEKEND AWAY

ORGANISED BY BRUCE & JEANINE DASCOMBE

On Saturday 15<sup>th</sup> October a group of Darling Downs members met at Highfields Coles car park, to prepare for the first day of our weekend trip. As is usual on our weekend trip, bags, containing bottles of water, sweet & savoury nibblies, lollies and a couple of novelty items, were handed to each couple, to sustain them on the journey.

We set off at 9am, to head to Crows Nest, to have morning tea at the Curly Carrot Café, it was set up for us out on the verandah and was very pleasant and relaxing. Our next port of call, after morning tea, was Cooyar, where we met up with Kieran & Annie, we now had nine cars on our run.

After a quick catch-up chat, we left Cooyar and travelled on the Cooyar-Kingaroy road, via Maidenwell to Nanango, where lunch was booked for 12noon, at the Nanango RSL, and there we also met up with Mick & Val and Ken & Robyn. Following a delicious meal and with a full compliment of eleven cars, we set off for Bell, via Brooklands, Kumbia, Boyneside and Cooranga.

Our destination at Bell was the Bell Catholic Church, where we were, firstly shown the wonderful murals, depicting various Bible stories. The murals are quite huge and have all been done by a lovely lady, who is now 85 years old, her latest and largest mural, only being put up last week, so we were the first group to see it. We left the church and then walked around the attached Biblical Gardens, which were created to celebrate the centenary of the church, they were very beautiful and peaceful gardens to walk around. We left Bell and travelled via the Bunya highway to the Dalby Manor Hotel, where we would be resting our weary heads later that night. At 6pm, after freshening our selves up and a change of clothes, we were picked up by minibas and taken to the Dalby Country Club for an Asian cuisine dinner, followed by our register meeting and raffle, out in the beer garden. As it was a very pleasant evening some members decided to walk back to the motel, while the less energetic of us went in the minibas, well we felt it our duty to keep the minibas driver employed.

Around 8am on Sunday morning we all set off to Hungry Jacks for breakfast, causing a bit of excitement for the two young ladies serving a group of twenty-two on a usually very quiet Sunday morning shift. We left Dalby at about 9.15 and travelled, via St. Ruth and Tipton to Cecil Plains, where our first visit was to the Cecil Plains Historical Cemetery, which was well worth viewing. Following on from the cemetery, we drove along the road a bit, to the Cecil Plains Historical Museum & Homestead, where we spent a couple of hours being shown around the grounds and the homestead and enjoying a very delicious and plentiful morning tea. Unfortunately, yours truly, sat down on a chair, holding two plates of sandwiches & scones, my own and hubbies, and the back legs of the chair sank deeply into the sawdust floor,





# JDCQ Darling Downs Register

throwing me right back, legs in the air and curried egg sandwiches and scones everywhere, amidst laughter and embarrassment I was, eventually, pulled to an upright position and our plates replenished. I was quite pleased to notice a few others having to move forward on their chairs as the back legs slowly sank into the thick sawdust floor. On leaving the museum some members made their way homeward and a few others had lunch at the pub. We all had a great weekend, and welcomed new members, Clive & Suzanne and Peter & Brenda, on their first club event. Our thanks to those members who donated raffle prizes or items for the travel bags and a very big thank you to Bruce & Jeanine for organising this event.





## BRISBANE REGISTER

# Christmas 2022

3 December , 11am. \$50 per person

Bellbowrie Tavern, 5 Birkin Rd, Bellbowrie

2 Free drinks each – Prize for best dressed – Prize for best table name  
Prize for best joke – Pub Quiz – Undercover Parking



### RSVP

12 November 2022

Emma Golder

[goodasgolder@gmail.com](mailto:goodasgolder@gmail.com)

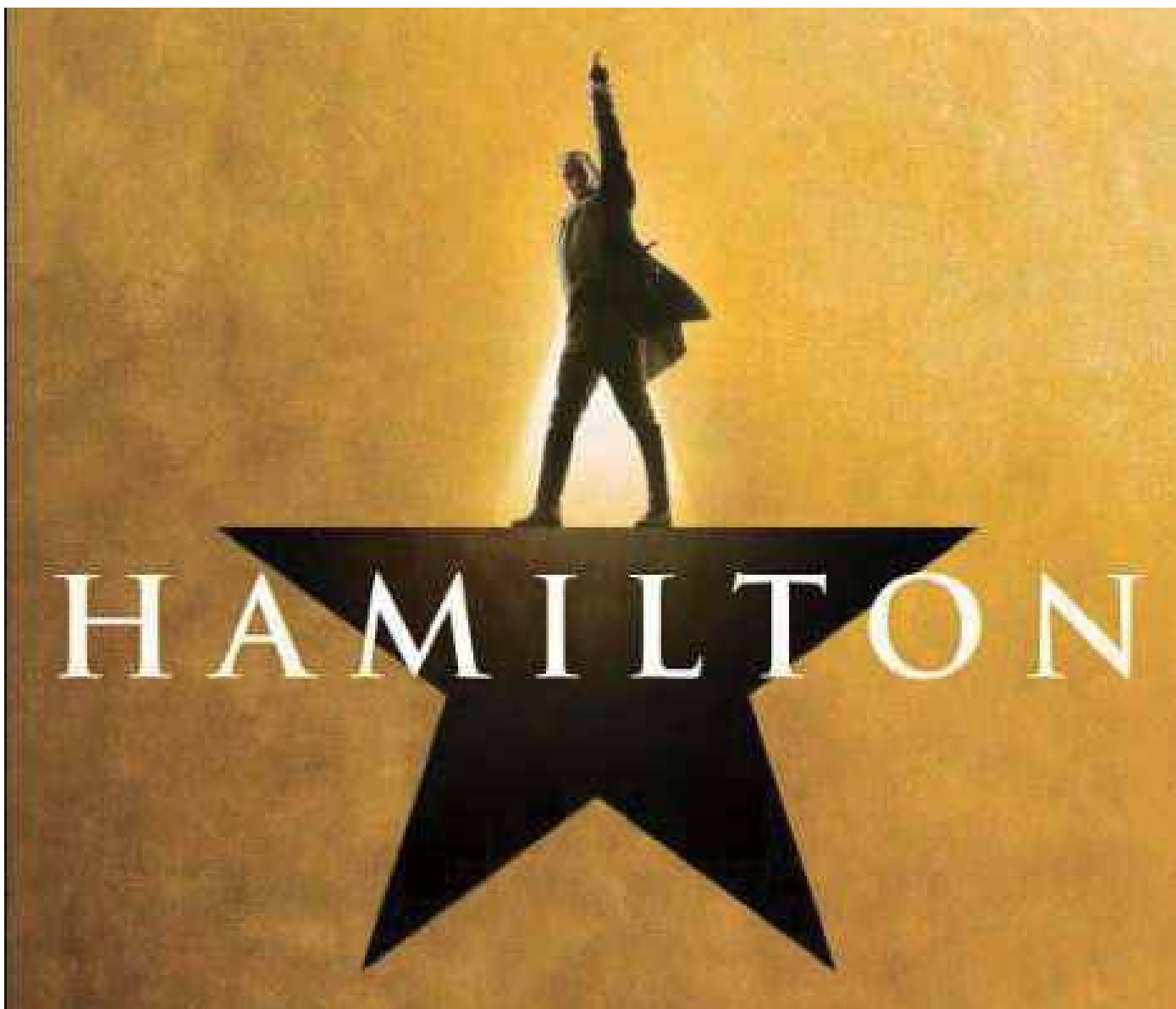
Including dietary restrictions

Pay Brisbane Register

BSB 484799 ACC 506117953







The Tony®, Grammy®, Olivier and Pulitzer Prize winning musical arrives at the Lyric Theatre, QPAC this January for a strictly limited season.

**HAMILTON** is the story of America then, told by America now. This “theatrical landmark transformed theatre and the way we think about history.” (*The New York Times*)

Featuring a score that blends hip-hop, jazz, R&B and Broadway, **HAMILTON** has taken the story of American founding father **Alexander Hamilton** and created a revolutionary moment in theatre – a musical that has had a profound impact on culture, politics and education.

The *Sydney Morning Herald* hailed **HAMILTON** as “Thrillingly entertaining... It’s a level of excellence that runs like a river of gold through the writing.” And *Time Out Melbourne* said “Just extraordinary. For once you can believe the hype.”

The revolution is coming to Brisbane. Be there when it happens.

Lyric Theatre QPAC. 5/2/23. 6.30PM \$185 per head in Stalls.

RSVP Jeanette Lind [jeanettelind@bigpond.net.au](mailto:jeanettelind@bigpond.net.au)

Payment due 23 November to Brisbane Register BSB 484799 ACC 506117953

# JDCQ DAY OUT

## *Visit Colin Galley's Car Collection*



The collection began with the purchase of the 1964 Jaguar S-Type Sedan back in 1982.

That particular car has been the subject of extensive restoration work over many years, but is now kept company by many other Jaguars along with several other marques. Over many years the collection has been added to significantly and continues to grow.

The collection has a strong focus on British vehicles, from the post World War 2 period, through to modern machinery, but interesting vehicles from other parts of the world also feature.

These vehicles are being preserved for the future, as a record of the huge advances in the motor industry from the post war years, through the heyday of the British motor industry during the fifties, sixties and beyond.

**Friday 18 November**

**10am**

**1-2 hour visit**

**Morning tea available**

**RSVP 5pm**

**11 November to**

**Joy Cooper**

[joy.cooper@cooperation.com.au](mailto:joy.cooper@cooperation.com.au)

Address supplied by email  
to confirmed bookings.



## Gold Coast Chairman's Weekend Away

Friday 26<sup>th</sup> August was a bit cool as members met at Arthur Earle Park, Nerang at 7.30am for this year's weekend away to Glenn Innes. After David Willmott handed out the route instructions, we set off through the hinterland to Beaudesert where we stopped for a short time. While in Beaudesert we saw members of the Mazda MX5 club passing by, and we were to meet up with them again on Sunday. We then headed down the Mt. Lindsay Highway and Summerland way to Kyogle in NSW for morning tea. There was not a lot of traffic on the road but the road surface was still showing signs of the recent bad weather and there were some delays due to 'road work' being undertaken. After morning tea, we continued through Kyogle to Casino and then on the Bruxner Highway towards Tenterfield. The road was quite windy in parts and as before there were some broken surfaces which slowed the trip down. Before reaching Tenterfield we pulled into the Lunatic Hotel in the small township of Drake for lunch and a short rest. It was then on to Tenterfield where we turned south on the New England Highway. It was then a steady drive to Glenn Innes where we booked into our rooms in the New England Motel. After unpacking the cars and getting settled in our rooms, we congregated at the pool side for drinks and nibbles. The weather although sunny was somewhat cooler than on the Gold Coast and we were all rugged up in coats, scarves and hats. Dinner was in the motel restaurant heated by an open fire, and the staff put on an excellent repast for us. We had the usual fun during dinner with some laughs about the raffle prizes, before heading to an early bed.

Early next morning we met again in the restaurant for a full breakfast before heading off to one of the two main events for the weekend, a visit to the National Transport Museum in Inverell, which was about 45 minutes away. The manager gave us a talk on the museum exhibits and details of the age and ownership of some of the cars. The display included cars from the beginning of the 20<sup>th</sup> century through to models which were more familiar to club members, as well as a NSW Government double decker bus, a couple of vintage racing cars and a large collection of motorcycles. Of particular interest was a 2011 gull wing Mercedes AMG SLS Coupe sports car which had so much electronics fitted, the car had to be programmed before it could be moved. Members spent a couple of hours viewing the exhibits before sitting down to sandwiches put on by the hosts. Saying our goodbyes to the staff we headed back to Glenn Innes for the second activity of the day, a visit to the Makers Shed silversmiths. Returning to the centre of town we spied a police car by the side of the road in the main street. The Porters decided to check out what was going on by going around the block. John was subsequently flagged down and breathalised. It was a good job it happened before dinner! Upon arrival at the Makers Shed, Richard Moon showed the ladies a selection of fine silver work and other items for sale. It was then back to the motel for a break before congregating beside the pool for more drinks, nibbles and conversation. The owners of the motel, members David and Sharon Harris joined us for dinner which was as excellent as the night before, and the management also put on some complimentary wine.

Sunday morning turned out cold and overcast so, after again an excellent breakfast we rugged up before returning to Tenterfield for the second of our key events, a visit to the Tenterfield Rail Museum. Just outside the town a kangaroo was lying in the centre of the road, a victim of roadkill. Most members were able to avoid it but due to oncoming traffic Debbie and Steve Duncan drove over the animal. Luckily no damage was done but it was an unfortunate incident for both reasons. On arrival at the rail museum we found the MX5 club were in the middle of their show and shine and concours judging. We parked away from the other club and proceeded to look at the rail exhibits. The hosts put on a great selection of sandwiches for lunch followed by sticky date pudding dessert. It was then time to head home. Most drivers chose to drive home via Warwick and the Cunningham Highway but unfortunately for us there must have been a horse event somewhere on the Darling Downs as the traffic was very heavy down through the Cunningham Gap. Reaching Aratula, members had a break from the driving by stopping for coffee. It was then the final run home. Thanks go to Di Cooper ably supported by David and Ruth Willmott for a great and memorial weekend away.





# JDCQ Gold Coast Register supplied by Robin Kup-Ferroth





# **GOLD COAST CHRISTMAS PARTY**



**TO BE HELD ON SUNDAY 4<sup>TH</sup> DECEMBER**

**AT EMERALD LAKES GOLF CLUB - CARRARA**

**MEET FOR DRINKS AT 11.30AM WITH LUNCH AT 12.00PM**

**A FREE DRINK OF WINE, STANDARD BEER, SOFT DRINK**

**OR TEA & COFFEE IS INCLUDED TOGETHER WITH**

**AN ALTERNATE DROP THREE COURSE LUNCH**

**WE WILL HAVE OUR USUAL CHRISTMAS HAMPER**

**PLUS OTHER GREAT PRIZES TO BE WON**

**COST WILL BE \$60.00 PP**

**RSVP: DI COOPER ON 0411 176050**

**(PLEASE ADVISE ANY SPECIAL DIETARY REQUIREMENTS)**

**PAYMENT REQUIRED BY 28<sup>TH</sup> NOVEMBER TO GOLD COAST**

**CLUB ACCOUNT BOQ 124-001 A/C No. 10224513**





# The Jaguar Drivers Club of Queensland & Me.

## Episode One.

By Ian Lind.

It has been 46 years since my first association with (at that time) the only Jaguar Car Club in Australia in Sydney in 1975, and 44 years since I joined the JDCQ.

Before 'I fall off this mortal coil' (as the Bard put it), I should digitise or commit some memories to paper and posterity. In a previous article I published in this magazine some years ago, titled 'The Old Yeller E Type', I related how I had come to own my 1966 Pale Primrose Yellow E Type Jaguar Roadster, restored it twice, driven back from Longreach to Brisbane three times with no problems and down to Newcastle and back once with never a miss from the motor. I still have the three part series in my computer files. Maybe I will publish it again one day.

I had come to own my E Type in July 1975 from a gentleman in Vacluse.

It was an imported English model with rusty inner sills, a 4.2 litre engine, and manual gearbox with the synchromesh on all gears, and the original series one body.

I had swapped a 1972 Mazda RX3 and \$1800 for the E Type with an Englishman who was returning to the UK. The Jag only had 56,000 miles on the clock. The seller and his wife wanted to see a little of Australia in a practical car before flying home. In those days an Australian dollar was worth an English pound.

The car was taken off the road twice for restorations. The first time from 1978 until 1983 to remove rust, strip and paint the body, pull the engine and gearbox apart and put it all back together again. With low miles on the odometer the engine turned out to be fine with little or no wear. Someone who had owned it liked lollies. I found a mound of melted jellies and lolly papers under the seats. I decided anyway to change the rings, and all the bearings and one piston with a small dent on top. Also I had the bores linached.

With little mechanical experience, but with a good book to help me, and a lot of expensive tools, I found the engine was quite simple to work on. I left the experts to refurbish the head and gearbox. All the gearbox cogs were fine but one layshaft had some wear and was renewed with a new phosphor bronze replacement.

In this article, I would also like to share some old photos with you going back to the Sydney Motor Show in 1976, which I attended after first joining the Jaguar Drivers Club of Australia. I was a member of this club from 1975 to 1978.

When I moved back to 'God's country' in 1978, I joined the newly formed Jaguar Drivers Club of Queensland. I had towed the stripped and repainted shell of my roadster on a hire trailer, back to Brisbane, with the engine block and suspension re-installed. A month later I returned to NSW for another trailer load of the remaining parts which I had stored with my parents in Maitland. My girlfriend's Father, Col, who later became my Father-in-Law, was very tolerant and safely stored all this in his large garage in Rochedale. It shared space with a long wheel base Land Rover which Col used for fishing trips up the beach to Double Island Point and Cape York. The Jag was moved to an apartment garage in Kelvin Grove later where it was rebuilt by me for the first restoration in 1983.

I didn't get to do any trips with the JDCQ as most of the

time the car was up on stands in the garage, but I used to attend as many meetings as I could.

In 1983 just as I got the car back on the road, I was transferred to Longreach for two years. I drove around Longreach very little during those two years in the Outback. I had only the hood frame but no hood, which is not pleasant in 40 degree Celsius heat. However I did do three trips from Longreach to Brisbane and return, with no problems. The car was quite reliable. The main problem was dodging showers and covering up against the sun.

The JDCQ was a small club in the seventies, we all knew each other and the Club began to rapidly expand under the able leadership of Brian Rowse. (I used to call him Squadron Leader Rowse because of his large moustache, reminiscent of a World War 2 fighter pilot). Others early members I remember well, were Dudley Young, a Telecom technician recently returned from cyclone ravaged Darwin. He had a nice red E Type series 2 with an original large air conditioner on the passenger side. He was a whiz at gear boxes and yachts. I supplied the parts and he rebuilt my gearbox for nothing. I offered to pay him back. A few weeks later I found myself up to my knees in Bulimba mud, careening the hull of his trimaran the 'Minatour'. It was a hot and sweaty job in the Brisbane River and I smelled like a Mangrove swamp for two days afterwards.

Before the other Queensland Registers were formed we had members from Tewantin, the Gold Coast, Toowoomba and Stanthorpe. They were all dedicated Jag owners and would drive up and down over more than 100 kms on very basic two lane roads to attend our meetings.

The venues where our meetings were held changed a lot. Early ones were held at a hall on top of Mount Cootha, others were held at the Morningside Bowls Club and also the Ekibin Bowls Club. Later the old Jag dealership in Anne Street took us under their wing. Meetings were held there for a long time. Then we moved to the Shannons Office in West End for many more years until we were finally asked to give up our spot for another motoring club. We had enjoyed the premises for longer than most clubs. Next after becoming the 'Brisbane Register' we moved to Sherwood RSL briefly and more recently we have been meeting at the Yeronga Services Club. Our long serving Secretary Joy Cooper books and arranges our meetings to ensure we have a meal and a room in which to meet.

After returning to Brisbane in 1985 from Longreach the car was driven daily from MacGregor to my work at Eagle Farm, with a very leaky makeshift hood. I remained in the JDCQ and continued attending as many meetings as I could while working as a shift worker. My next transfer two years later in 1988 was to Cairns and rather than drive up there, I decided to leave the car garaged in Brisbane and bought a pushbike to commute around Cairns. I lived in Manunda which was quite flat and a short distance from the airport. My wife remained in Brisbane. During my two years in Cairns I would come down to Brisbane as often as possible. I could often bludge rides from night pilots delivering mail and newspapers. It was nice to sit in the right hand seat and be at the other end of the radio. These trips cost me the price of a bottle of Chivas Regal. I was

expected to help the pilot offload newspapers at Townsville, Mackay and Rockhampton.

Each time I came home for a few days I would pull something off the car which I wasn't happy with. Before long the car was half dismantled. That was when I decided to restore it all over again but do it better this time. My lovely car remained off the road for seventeen years from 1988 to 2005.

I resigned from the club for two years in 1988 as I had no Jaguar on the road, two children to educate and two mortgages to pay off. After returning from Cairns to Brisbane in 1991, transfers were reduced. Many towers and air traffic service facilities like Mount Isa, Longreach, Charleville and Bundaberg were closing. Microwave links and satellites were making them obsolete. I rejoined the club in 1991 or 1992 and once again came to meetings but still had no roadworthy Jaguar to take on runs with the club. In 2005 I had a really nice restoration finally finished on the car. This time I had all the upholstery renewed in leather, I had pulled the whole rear suspension off, as well as unnecessarily pulling the engine and the gearbox apart once again, and having the flywheel lightened and rebalanced. I was then able to start participating in runs as well as just attending meetings. It wasn't always possible to participate because of my shiftwork.

My first runs were with the E Type Register. In retrospect these were insane runs. Organised by Clive Arnold and Tony Nelson, a brace of E Types and the odd XK, plus a stray Mark11 or more modern Jaguar or a 'Ring-in', would meet at 0500 or 0530 in the morning near the Sherwood Hotel in the Bunnings car park, and head on down the highway towards Ipswich. Turning off at Yamanto onto secondary highway 93 towards Peaks Crossing and Boonah with little or no traffic, our cohort would reach speeds that I can't divulge for fear of a magistrate or policeman pressing retrospective fines. Some of the highly modified and lightened E Types, like those owned by Geoff Blake and Clive Arnold with their improved suspensions and racing slicks were just impossible for me to keep up with. I would valiantly do my best to keep them in view a half kilometre or so ahead. At high speeds on my skinny, standard five and a quarter inch original whitewall Coopers tyres, I had quite a few skips of the heart before I finally caught up with Geoff and Clive. They would turn off route 93 at Coulson and onto route 90 towards Beaudesert. Here they would pull up to wait for the rest of

us to catch up with them. I would usually arrive a minute or two later with clenched teeth and white knuckles.

We would then head off on route 90 which also had its hazards. Back in the day, this road was narrow and hilly with tight bends. To compound things we were driving directly East into the rising sun. Wallabies and kangaroos were out and about. Once approaching Beaudesert I had a close encounter with a wedgetail eagle. They are incredibly big birds close up, and very sluggish at taking off. Nowadays with a lot of road upgrades to Wyaralong, things are more civilised on this road. Some of my compadres on these runs as mentioned were Clive and Geoff and at other times Allan Hillis, Tony Nelson, Barry Cooper, Lloyd Andersen, Bryson Talamini, Ian Richardson, Richard Andrews, John Weekes, and others but these travelled at more sensible speeds. Later on others like Julio Machado joined in the scary fun. There was also an immaculate red V12 E Type driven by a man whose name escapes me. I apologise to anyone whose name I have left out. From Beaudesert we would continue on to Canungra for breakfast before returning home at about 10:30 to 11:00am.

As a result of these runs I quickly realised I had to modify my suspension with a larger 22mm front roll bar and wider 6 inch wheels. These arrived from 'The Driven Man' in Tennessee within ten days of ordering them from the USA. Later I added Spiteri ventilated front discs, and a beautiful extractor set also from Spiteri's. All these extras I fitted myself with only a trolley jack and six stands. This proves that anybody can modify a Jag as long as they have the time, and are prepared to lie on concrete floors for a few hours each day. You must also be double-jointed and be able to squeeze into narrow spaces. Then you must accept the fact that you will have permanently bruised knuckles and dirty fingernails. Overalls and a good set of spanners and tools are essential of course.

I really miss those early morning runs, they were dangerous but exhilarating. Now having sold the E Type in 2015 to Martin and Kaye Wilson in Tasmania after owning it for 40+ years, I no longer have a Jaguar to do these runs and the old troopers who used to come along seem to have become 'couch potatoes' and don't like getting up early on cold mornings. A real shame. So I just have my memories and photos. Speaking of photos below please see a few of my old pictures from the seventies and eighties.

**To be continued.**





# JDCQ Mackay Register





### Jaguar YouTube Videos

During my visits to the Gold Coast Register Meetings, I learnt about the great work that Gary Mikkelsen had done in downloading all the YouTube videos he could find that related to Jaguar cars. This is a project he has persisted with over years and is continually updating.

He has amassed some 200 plus videos which include topics such as Jaguar History, Factory Visits, Jaguar Racing, Restoration, most Models including Daimlers, plus Servicing and Workshop Manuals.



Gary has tried to Catalog the videos under general titles over many DVDs, two of which are shown below.

#### Sect 18 Jaguar XJ Series:

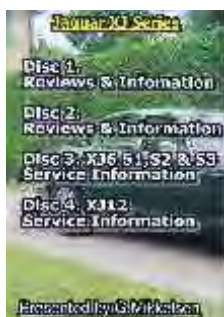
Disc 1 Reviews & Information

Disc 2 Reviews & Information

Disc 3 XJ6, S1, S2 & S3 Service Information

#### Sect 36 Jaguar Workshop Manuals (many available as pdf's):

- ÷ 420 – 420G
- ÷ MK 1 to MK X
- ÷ XK120 to XK150
- ÷ E, F, S & X Type
- ÷ XE, XF, XFR
- ÷ XJ, XJX350, & XJS



## Membership News with Stu Gross

Hello JDCQ Members,

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

Derek Scantlebury & Julie Robertson (Capricornia)  
Dennis Thomson & Cassandra Davis (Capricornia)  
Angus & Marian Rathie (Darling Downs)  
Stanley & Robyn Lawrence (BNE)  
Neil & Kate Robson (BNE)  
Colin & Maxine Kiel (Sunshine Coast)  
Burnett)  
Brad & Antoinette Price (Sunshine Coast)

Clive & Suzanne Cooper (Darling Downs)  
John & Frances Elmgreen (Other)  
Keith Louie & Kate Campbell (BNE)  
Ronny Wachtel (BNE)  
Peter & Brenda Shields (Darling Downs)  
Brian & Teresa Roberts (Wide Bay



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

### **NOTICE CONCESSIONAL REGISTRATION**

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

JDCQ President



# JDCQ Sunshine Coast Register

## SCR Event Report—Drive to Mount Mee with Lunch at Birches Restaurant

Led by Ken and Helen Parmenter

Thirty two 32 SCR members enjoyed a fun day on 8 September. We met for morning tea in the grounds of the Glass House Visitor Information Centre. Our members did not disappoint by getting into the theme for the event with their best rural gear. Lots of friendly happy chattering and nibbles occurred before we headed off in convoy for a picturesque rural drive through Wamuran and D'Aguilar. We can rest easy knowing that the pineapple, dairying and cattle industries seem to be flourishing! At D'Aguilar we turned left for our Jaguars to purr their way up the winding range to Mt Mee before stopping to enjoy the view of the Glass House Mountains and distant Sunshine Coast.



*Peter Morgan enjoying a chat with Roger Vickery.*



*Penny Tedman with her friend Adrienne Smith.*



*Photo opportunity at the lookout.*

## Drive to Mount Mee with Lunch at Birches

Birches Restaurant staff were so well organised bringing our lunches out simultaneously. We had large serves of delicious, gourmet, but hearty food—so much better than some. As always at our SCR events, the friendliness is engaging and stories are swapped with lots of laughter and goodwill. May it forever continue!!



*Carol Galley and Lyn Jackson.*



*New committee member David Lewis getting to know Jim Tedman.*





# JDCQ Sunshine Coast Register

## Drive to Mount Mee with Lunch at Birches



Men's winner and overall good guy Colin Pickering talking with new committee member Laurie Pearce and Lyn Pickering and Debbie Herbert (committee member).



Stu Gross, Carol and Col Galley enjoying their coffee.



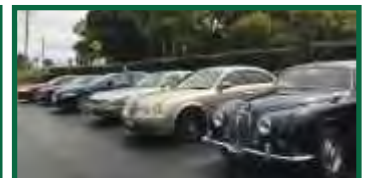
Kevin and Marlene Brady chatting with their friends Sharyn and Neil Coveney.



Holly Morgan dressed the part as did our quiche Chef extraordinaire Di Graham with Ed.



Neil Coveney chatting with Ken Parmenter and Col Graham. Col and Di have recently transferred from Brisbane Register.



Below: New committee member Sue Pearce splendidly dressed in her new pink checked shirt for our rural day out and talking here with Susan Stuart.



Our super chairperson Wendy catching up with Suzie Johnson.



We can depend on Rita Smith to dress for the occasion and here she is captured with her prize voucher for the ladies' best dressed. Keep on maintaining your high standard Rita! We love it!





# JDCQ Sunshine Coast Register



*Please join us for - CHRISTMAS 2022*

*Sunday 4<sup>th</sup> December, 11.30 am*

*Twin Waters Golf Club, 151 Ocean Drive*

- : Welcome complimentary drink      : Complimentary gift bag
- : Lucky door prize pf golf voucher for 2 players, a golf buggy & 18 holes
- : Great company, raffles & trivia quiz
- : House canapes on arrival, followed by alternate drop -
- : Roast turkey, roast potatoes, seasonal veg. Cranberry sauce & gravy
- : Roast salmon fillet, cape butter & tossed vegetable salad (GF)
- : Christmas pavlova with berries, whipped cream & passion fruit ( GF )
- : Christmas pudding with brandy custard & glazed cherries

\$45 per person (same as 2021) prepayment by direct credit to register account

Suncorp Bank BSB 484-799 Account 001025575 Reference your **surname** please

Payment by 25<sup>th</sup> November, deemed as RSVP.

Please direct any enquiries/dietary requirements to -

John Herbert - [herbert.casino@gmail](mailto:herbert.casino@gmail.com) or 0423 380 092



# JDCQ Sunshine Coast Register

## Member Profile – John and Debbie Herbert

I (John) entered this world in Newcastle NSW (yes, not a full blooded Queenslander) and spent my childhood there until I completed my schooling and joined the Bank of New South Wales ( Westpac ) in 1963.

My early time with the Bank took me to Singleton, Denman, Toronto and Nowra.

From my school days I had a great interest in cars, waiting eagerly each month for the motoring magazines to arrive at the newsagents, yes I had a full collection of Wheels magazines and others over the past decades and a collection of original sixties Jaguar brochures, sadly all culled long ago. I clearly recall goggling over the appearance of an E type in a Hunter St Newcastle West showroom.

My Jaguar introduction was during the sixties when my best friend from high school days purchased a 1965 Jaguar Mk 2 3.8L manual. The smoothness and effortless power won me over, it was the best car he had ever owned, and he had been through many cars at that stage.

However my story probably parallels that of others, with marriage in 1970 to Debbie.

Debbie had already had a rather nomadic life, her father being a railway station master; she had lived in various NSW towns, being born in Lismore and spending time in Kyogle, Deepwater, Nevertire and Awaba. Upon leaving school Debbie enjoyed working as a comptometrist in the internal audit dept. of several large companies. The subsequent birth of four daughters over the ensuing thirteen years meant more practicable transport was the order of the day. I must have been a touch safety conscious, I used to fasten the seat belts over the bassinet in the back seat, and of course the new born were nursed in Debbie's arms on the trip home from Hospital. Debbie unlike Mums of today became a stay at home Mum doing a great job caring for our four daughters.

Our eldest child leaving for university in 1991 meant our 6 seat XD Falcon could now be replaced with a Jaguar. I do believe Debbie sensed I found the Falcon whilst being practical, was not touching my dreams. A 1980 Series 3 was the choice and was to serve us well as family transport, including towing our caravan, for the next 21 years. I also joined the Jaguar Drivers Club Qld and have now notched up 31 years.

Career wise I left the Bank in 1987 (onset of the rot within the Banking industry which Australia's Royal commission recently unearthed) having spent time in largely rural areas, Lismore, Wagga Wagga, Coolah and Woodburn.

A Newsagency in Casino ( Northern Rivers of NSW ) was purchased ( note – days of 18% interest rates ) and this kept Debbie (her child rearing days at home came to an end unfortunately) and I both busy for the next 16 years until we sold and retired in 2003. Debbie now was able to discover her love for reading and had more time to devote to her craft interests. Together we did indulge in a number of overseas trips which we greatly enjoyed. I also undertook a three month engine rebuild on our Series 3 so I was never bored. It was during the early retirement time another Jaguar came along (I must have been bored).

In 2006 I purchased a XJ-S HE which was sound but challenging, it was unregistered and did have some running issues.

Twelve months later I had it sorted and registered, sadly I did sell it in 2010 finding the Series 3 the more practicable car.

Life with the Series 3 came to an end in 2012 when I replaced it with a 1996 XJR, it is used these days for mostly club events and as tow vehicle for our small caravan, a task it revels in being powered by a supercharged 4L straight six.

After some 27 years in Casino we moved to the Sunshine Coast in 2014, three of our daughters already residing there and one in Brisbane.

The move to the Sunshine Coast allowed better access to JDCQ events and we became active with the Sunshine Coast register and have enjoyed many outings with the register.

I still retain my childhood love of cars, especially Jaguars of course and I have managed to amass heaps of material on the Series 3, XJ-S and now the XJR plus a very satisfying automotive and Jaguar library. On my study desk I have a saying given to me many years ago by my daughters “I'm not rich and famous but I do have priceless daughters”, this I agree and I do take great satisfaction and pride in having been married to Debbie for almost 53 years and the rearing and educating of four lovely daughters who are well settled in life and the world.

Debbie and I greatly enjoy following the development and life journey of four lovely grandchildren - (3 boys at last and one girl). *Thank you for sharing, John and Debbie (Ed.)*





# JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg, Maryborough and Hervey Bay

## Coral Cove Ladies Day

It was an overcast but unusually humid start in Gympie, as Toni and I set off for one to go to our northern most members home, Bob and Gaylene McLean. After endless roadworks we arrived in good time at the meeting point at the BP Torbanlea.

After a lot of chatting and some discussion about who would lead, we were off! After about another hour we arrived at Bob and Gaylene's.

Now this was a day to thank our female members for, well, putting up with us all, and to make a fuss of them.

All the girls were dressed for the occasion and Gaylene had the most beautiful table set. Us blokes then proceeded to serve them a Morning Hi Tea, to say thanks.

We men then sat outside and did what we usually do which is talk about cars, especially the ones we don't have as our wives have said no.. not even the Hi Tea can fix this problem. We then went a good look through Bob's shed to see what he was up to. The 2.5L V8 is out of the Daimler, and in lots of pieces and the rear end is still out of the XJC. it is always good to see what other members are up to, or not up to as time does not permit..

After a lot more chatting Bob lit the BBQ and a feast of snags were cooked up for bread rolls and sauce. Very nice.

It was a fabulous day, with good friends and even a Jag or two. We said our goodbyes and all headed home.





# JDCQ at All British Day 2022



All British Day at Tennyson on 18<sup>th</sup> September was again a successful event for JDCQ.

The Rolls Royce and Bentleys might have been thinner on the ground than in previous years but there was a sea of Jaguars down on the Field of Dreams with a wide variety of models too. OK, there was also a good turnout of Aston Martins but nowhere near as many as there were Jaguars.

The grand old ladies, Mark 1, Mark V and Mark V11 were represented and there were 7 Mark 2s. The largest group on the day was the E Types with 9 cars but there were also F types and S types. The XJ class was also well represented with XJC, XJR, XJS, XJX, XJ6 and XJ351 staking their claim to the turf. There were quite a few different XKs. The XK8 and XKR models were the most numerous but XK5L, XK120 and XK150 made an appearance, too. It was obvious that the classic look was most popular and only one SUV, an F Pace took to the field. Beautifully presented cars and lifted bonnets attracted a lot of interest from the crowd attending.

They had come from near and far. Obviously Brisbane Register were there in force but Gold coast, Darling downs, Sunshine coast, Wide Bay Burnett and Capricornia registers were all represented.

It is a sign of the times that for the first time in a while there was no dealer participation showing off new models. Instead the JDCQ display was fronted with the history of Jaguar told on 16 corflutes.

While the main interest was obviously the cars it was also busy under the gazebos. This year there was a lot of memorabilia from the estate of the late Ian Richardson for sale and the model cars were very popular. Helen, our Regalia Officer, and her helpers were very busy selling JDCQ hats and shirts and Stu, the Membership Officer signed up 5 new members. We welcome them to our club.





As the time of the presentations drew nearer and the prize winners were being assembled it was great to see that there were two Jaguars in the Winners' Circle. Tony Herald, with his beautifully restored EType won Best British Thoroughbred and Graham Jordan, with his XK120 won Best Sports Car, made Jaguar the only marque to have two winners. Another of our members, Col Galley was in that Circle too but it was with his Vauxhall rather than one of his Jags.

The crowning glory of the day was the announcement that JDCQ had won the Best Display award. The club had mustered the greatest number of cars for the day and the display was top class.

None of this happens by accident. Lloyd Andersen, Chairman of Brisbane Register and Management Committee members, had backed up after his splendid work at Motorfest and organised the All British Display. He and his team worked very hard on Saturday to put up the gazebos, mark out the display area and do the myriad of other jobs required. He still made it to the 'welcome to the out of towners' dinner on Saturday night.









# PAINT AND PANEL

Hello fellow Jag enthusiasts,

My wife Helen and I are relatively new members having joined JDCQ Darling Downs Chapter in May this year. We are also new to the Jaguar marque acquiring a XJ40 last September. I thought for a giggle that I might make a regular contribution to the magazine with the above title, (the giggle might be short lived). I owned an automotive paint repair business and followed that by training apprentices in paint and panel trades, so hopefully I can contribute with some authority and provide some light reading of interest to all owners of new and classic cars. Each edition I will cover a certain aspect of paint and panel.

So for my first chapter, I thought I'd start with the history of car paints.

At the dawn of the twentieth century, coatings were used on automobiles and these were the same as those used on carriages. They were produced by grinding pigments into a varnish made from natural resins and oils.

Henry Ford famously said you can have any colour just so long it is black, there were reasons for this.

Firstly he thought that the colour black suited the automobile and secondly the black variation of this type of paint actually dried quicker.

These varnishes required many coats to achieve coverage and were very slow to dry, the entire process taking up to six to seven weeks to complete. These finishes had poor durability and would only last for several months of exposure before chalking. Consequently, they needed to be polished often to keep up their gloss. Despite this these coatings were easy to repair, readily available to the owner and could be easily brushed on.

The production bottleneck created by vehicle coatings curing was the motivation for the first paint specifically developed for the automobile. This new technology made a step change in productivity by reducing the painting and drying time from many days to a few hours. Being a lacquer derived from nitrocellulose, this coating dried (merely through solvent evaporation) in about two hours. In fact it dried so quick that it couldn't be brushed smooth. As a result the first spray gun was developed by a dentist Dr Devilbiss. Some formulation development work by the paint chemists found that this new synthetic lacquer resin provided an excellent basis for a paint that had

improved appearance, toughness, and durability versus natural oil resin paints, and also could be easily pigmented with a wide variety of colour pigments, besides just black! After a couple of years of testing, in 1924 General Motors introduced the use of Duco finishes (formulated by Dupont) on almost their entire automotive line.

The next significant development occurred in the mid to late 1930s with the advance of alkyd resins, enabling the development of enamels for both colour and primers. Coatings formulated from these resins had higher solids than nitrocellulose lacquers and did not need to be rubbed to achieve a high gloss. Fish scales were added to colours applied to the most expensive vehicles of the time. However aluminium flakes offered a more inexpensive alternative. These colours were dull in appearance and were more iridescent than sparkly

Enamels were generally a thicker material which required fewer coats than nitrocellulose lacquers and were baked onto a partially assembled vehicle body by passing it through a large oven. This baking hardens the enamel and "flows" it out for a great shine and greater durability. Many more colours were available with enamels which allowed flamboyant and attractive two and tri-toned combinations, popular in the 50's. Eventually, the alkyd enamels too were replaced.

It was not until the 1950s that the next major automotive coatings advance occurred: the use of thermoplastic acrylic lacquers. This technology dominated the automotive top coatings for about two decades, from the 1950s through to the 1970s. The reason for this was the excellent appearance that could be obtained with these finishes. Acrylic lacquer technology had one critical advantage over previous automotive paints: it provided an excellent binder system for the newest pigment colorant technology—metallic pigments.

Topcoat technology was steadily improving for automotive coatings systems, but cars still had a major issue—rust. A major coatings advance in the 1970s resolved this issue: electrodeposition primers, commonly known as "e-coat".

Although vehicles were primed the application was inefficient. Body crevices prevented thorough primer application. This allowed unprotected areas to rust.

Modern electro coat automotive primers are applied by totally submerging the assembled car body in a large tank that contains a waterborne e-coat, and the coating is applied through cathodic electrodeposition. This assures nearly 100% coverage of all metal surfaces by the primer.

This resin technology, combined with the excellent coverage provided by electrodeposition, delivers one of the most effective coatings for corrosion protection known. Virtually all cars use e-coat technology as the foundation of their coating system today.

Although e-coat provides excellent corrosion protection, it does have two weaknesses for an automotive coating system: inadequate appearance and poor photo-stability. To remedy these issues, new enamel automotive primers were developed in the 1980s. These primer-surfacers were designed to be applied to the cured e-coat to give a smoother surface for improved topcoat appearance, while also providing opacity to protect e-coat primers from UV degradation. Primer-surfacers often provided improved impact resistance to reduce stone chipping of the coating as well. The combination of electro coat plus primer-surfacer provided a total automotive primer system with excellent corrosion protection and an outstanding surface for top coating. This then brought about the next major breakthrough in automotive coatings technology: base coat/clear coat topcoats.

As previously described, thermoplastic acrylic lacquer automotive coatings, given their excellent appearance, were the major automotive topcoat used in the 1950-70s. However, these lacquer topcoats did have one significant drawback: they had weak exterior durability. After about one to two years' exposure, the coatings would begin to degrade, and aggressive waxing was needed to "bring back the shine". By the 1980s, the automotive manufacturers were requesting better topcoat durability, as consumers were now expecting their cars to last at least five years. At the same time, the Environmental Protection Agency in California began to formulate new volatile organic compound (VOC) regulations that limited the amount of solvent that an automotive facility could emit into the atmosphere. The high VOC content and weak durability of acrylic lacquer coatings were no longer acceptable in the automotive marketplace.

To overcome better durability and achieve higher solids, while even improving the appearance of the coating, the next step change advance that was base coat plus clear coat enamel topcoat technology. Now, instead of a single layer topcoat, chemists designed a two-layer system consisting of a base coat that contained the pigments to provide colour effects, followed by a clear polymer coating layer that protected the base coat. Both the base coat and clear coat were enamels, which were based on acrylic resin. This new concept of base coat/clear coat enamel topcoats had many advantages: (1) reduced solvent content (2) the coating cured to a high crosslink density on baking to provide better properties, (3) the unique base coat layer allowed the use of even more effect pigments by the colour stylists, including micas ( mineral prisms that can reflect and absorb light )and (4) the clear coat layer had better appearance and the ultimate in protection for the coating below. These base coat/clear coat systems were able to achieve a previously unattainable balance of properties for the automotive coating system, providing stunning visual appearance and long-term durability.

In the 1990s, another major development occurred in the formulation of automotive coatings: the use of waterborne base coats. There are many chemistries of these base coats, but the common factor is the use of water as a carrier combined with some solvent. Interestingly modern cars are painted with a waterborne base colour but solventbourne clear coat. Research is still ongoing to achieve a total waterborne system.

For my next instalment I will cover how to identify the type of paint on your car, and the options available. I will also try hard not to confuse you with single stage and two pack type paints.

If you have any concerns or questions regarding my articles, I can be contacted in 0419618822 night time only please, I still work.

In the meantime

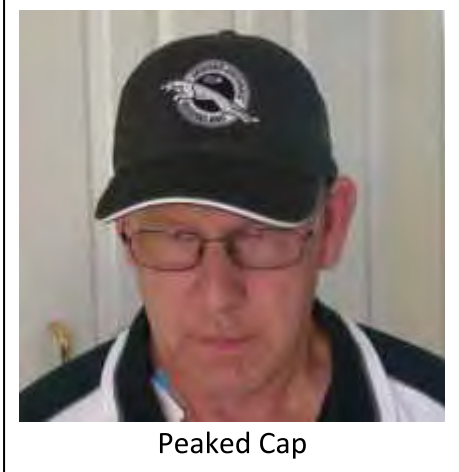
Keep it straight and shiny

Mark Thompson



# Jaguar Drivers' Club Queensland Regalia

## Create the Club Image at events and display days



Peaked Cap



Bucket Hat



Window Sticker  
Club logo 82mm wide



Metal grille badges in Maroon or Green



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
<hr/>	<hr/>

REGALIA ORDER FORM			
Shirt Size	Price	Postage (if required)	
1 <sup>st</sup> shirt	\$ 30.00	\$ 10.00	\$
2 <sup>nd</sup> shirt	\$ 30.00	\$ 5.00	\$
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 \$			\$

# CLASSIFIED ADVERT

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

*Please do not send adverts to the editor*

Members - Free

Non-Members \$30.00 for 2 issues

## 1962 Jaguar MKII 2.4L Auto

British Racing Green almost fully restored. Engine rebuilt, brakes re-built since 1993, suspension re-built, stainless steel exhaust, inside very tidy but 'leather' finish vinyl upholstery, timber all there and looks good, all new carpets, roof lining etc, BRG paint-work since 2000, no RWC but can be seen and driven. I have owned it for 30 years - I am now unable to drive (eyes) has been excellent and reliable vehicle. I prefer email contact - [richtonymk2@yahoo.com.au](mailto:richtonymk2@yahoo.com.au) - cheers - Tony

Located at Brisbane central what is it worth??

Best offer please serious lookers only please thank you Tony

**Price: Best Offer**

**Contact: Tony Rich Email: [richtonymk2@yahoo.com.au](mailto:richtonymk2@yahoo.com.au) Location: Brisbane Central**



## 2010XF Jaguar sedan, dark blue with beige interior

V6 Luxury 3.0L petrol automatic My10

Manufactured 2010 - 165,000 kms

Excellent condition inside and out

Regularly serviced with log book

Registration not due till May 2023

Current roadworthy certificate

New stabilizer bars and ball joint boots fitted both sides rear

Inspections welcome in Buderim **Price \$28,500**

**Contact: Ken Down Mob: 0418 713 701 Location: Buderim**



## PARTS & ACCESSORIES

### JAG 422 personalised rego plates

Formerly on my Series 2 4.2 Litre 2+2 E-type  
(now in WA, so plates available for recycle in Qld).

**Price: \$375**

**Contact: Tim Napier-Munn Mob: 0407 587 252**

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

**Location: Bellbowrie**



### Personal Qld Number Plates

Number plates for sale in VG condition.

Previously on a 3 litre 6 cylinder S-Type Jaguar sold to an interstate buyer.

JAG 306 in very good used condition

**Price: \$500**

**Contact: Denise Hutchins Tel: 07 5514 0432**

**Email: [denihutchins@gmail.com](mailto:denihutchins@gmail.com) Location: Gold Coast**



## WANTED TO BUY

A set of 4 Jaguar XK120 or XK140 16 inch X 6 inch painted wire wheels.

Markings are DRC 5K 16 SU/CV made in England

Good condition and no rust.

**Price: Asking \$500**

**Contact: Bill McMonagle**

**Mob: 0418 647 981 Location: Joyner near Strathpine**

## Promote your Business in these pages.

Advertising rates for 6 issues, including GST:

Business Card size advert

Full colour Half page

Full colour Full page

(up to 18cm wide x 13cm high)

(up to 18cm wide x 26cm high)

Contact the Treasurer: [treasurer@jagqld.org.au](mailto:treasurer@jagqld.org.au).

\$ 150.00 for 6 issues = \$ 25.00 per issue

\$ 660.00 for 6 issues

\$ 1,100.00 for 6 issues



## Historian Wanted

The club needs a new Historian to take on this important role.

The JDCQ was formed in 1975 and celebrated its 40th anniversary in 2015.

In a few more years we will be celebrating our 50th anniversary.

The events of these years and major milestones have been recorded by previous historians

We now need a new historian to take on this important task so that information is not lost to the club and future members due to the passage of time and people's fading memories.

*The role involves:*

- Keep a record of the movement, distribution and storage of all club trophies not held by regional registers.
- Keep a photographic record of all club trophies not held by regional registers.
- Hold and archive financial records and documents as contributed by the treasurer.
- Hold records, reports and other items of significance to the club.
- Prepare summaries of Jaguars Cars and of the club's history at significant milestones.
- Provide the Editor of the club magazine information on Jaguar and club milestones.

So if you can contribute a small amount of your time to this important and interesting role please contact myself or any committee member and indicate your interest in the role.

If you take on this role your conditions and benefits will include:

- ÷ Being able to work from the comfort of your own home
- ÷ Occasional attendance at club committee meetings via Zoom
- ÷ Unrestricted access to the club's historical records and archives
- ÷ Remuneration same as other committee members – zero, its voluntary

Paul Lucas JDCQ Webmaster Email: [info@jagqld.org.au](mailto:info@jagqld.org.au) Mobile: 0481490334

## Peninsula Jag Engine Centre



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

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

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

Short or long, yours or ours.

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

**Murray Scoble**

[info@peninsulajag.com.au](mailto:info@peninsulajag.com.au)

[www.peninsulajag.com.au](http://www.peninsulajag.com.au)

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

# JDCQ Committees & Officials 2022

## Queensland Executive

PO Box 3513, South Brisbane, Qld 4101

President	Di Cooper	0411 176 050	president@jagqld.org.au
Secretary	Wendy Gross	54339518 0498203257	secretary@jagqld.org.au
Treasurer	John Somerset	0417 618 899	treasurer@jagqld.org.au
Membership	Stuart Gross	0498 203 227	membership@jagqld.org.au
Web Site Administrator	Paul Lucas	0481 490 334	info@jagqld.org.au

## Regional Register Representatives

Brisbane Register	Lloyd Andersen	3294 8960	lloyd1jaglover@iprimus.com.au
Darling Downs Register	Terry Whitehouse	0409 072 500	terry_whitehouse@hotmail.com
Sunshine Coast Register	Tony Brett	54457973 0404804952	tobr@bigpond.net.au
Gold Coast Register	Di Cooper	0411 176 050	dianecooper580@gmail.com
Wide Bay Burnett Register	Arthur Bock	0408 761 474	aergbock@bigpond.com
Capricornia Register	John Large	0408221366	jlarge@bigpond.com.au
Mackay/Whitsunday Register	Susan McAllister		mcallisterfamily@bigpond.com

## Non Committee Roles

Library	Ray Hodges	3820 7681	library@jagqld.org.au
Regalia	Helen Rolton	0421 459 851	regalia@jagqld.org.au
Editor	David Eberhard	0403814348	editor@jagqld.org.au
Facebook Administrator:	Wendy Gross		facebook@jagqld.org.au

## Representatives

Concessional Rego Info	Lloyd Andersen	3294 8960	concession@jagqld.org.au
GEAR Representative	Richard Andrews	0418 886 142	gear@jagqld.org.au
ACJC Delegate	Di Cooper	0411 176 050	acjc@jagqld.org.au
QHMC Representation	Paul Lucas	0481 490 334	info@jagqld.org.au

## Brisbane Register

PO Box 3513, South Brisbane, Qld 4101

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

Committee Members: Lorraine Andersen, Emma & Andrew Golder, Ian 7 Jeanette Lind

## Gold Coast Register

The Secretary, JDCQ Gold Coast Register, 7/802 Glades Drive Robina 4226.

Chairman	Di Cooper	0411 176 050	dianecooper580@gmail.com
Vice-Chairman	David Willmott	07 5593 2524 0408 455 249	davidanthony56@hotmail.com
Secretary	Debbie Duncan	0413 181 919	debduncan5@gmail.com
Treasurer	Brian Hogan	07 56613919	Brian@amaze.net.au
Editor	Robin Kup-Ferroth	07 5576 2134 0412 590 458	robink4@optusnet.com.au
PR, Library	Ron Gaudion	07 5579 9387 0432 918 112	gaudfree@gmail.com

Committee Members - Diana Hogan, Ray Howlett, Arthur Kontalis, Chris Miers, Irene Ross, Tom Ross

## Central Queensland - Capricornia Register

Chairman:	John Large	0408 221 366	jlarge@bigpond.net.au
Vice Chairman	Steve Williams	0419 660 412	williams.sj@bigpond.com
Secretary	Marlene Millard	0419 647 064	jdccr@outlook.com
Treasurer	Barry Hancock	0407 696 315	barryhancock47@gmail.com
Social Secretary	Frank & Marie Smallcombe	4978 1827	fmjag75@bigpond.com
Editor	Lorraine Givney	0405 771 152	lorraine.j.givney@gmail.com.au

## Darling Downs Register

PO Box 6396 Toowoomba West 4350.

Chairman:	Terry Whitehouse	0409 072 500	terry_whitehouse@hotmail.com
Vice Chair:	Chris Lok	0418 782 118	chriswlok@gmail.com
Secretary:	Kieran Lillis	4663 4220	klill1@eq.edu.au
Treasurer:	Bruce Dascombe		bnjdas57@gmail.com

## Mackay - Whitsunday Register

P.O. Box 1 Rural View 4740.

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

## Sunshine Coast Register.

18 Longwood Drive, Peregrine Springs, 4573

jdccsunshinecoast@jagqld.org.au

Chairperson:	Wendy Gross	5433 9518 0498 203 257	goodwillpark@hotmail.com
Vice Chairman	Lindsay Price	5494 7930	lindsu@outlook.com
Secretary:	Ralph Johnson	5433 9518 0498 203 257	goodwillpark@hotmail.com
Treasurer:	John Herbert	5471 3886	herbert.casino@gmail.com
Editor	Helen Parmenter	0417 607 084	hedam@bigpond.net.au
Non Portfolio:	Tony Brett, Debbie Herbert, David Lewis, Sue & Laurie Pearce.		



**Wide Bay Burnett Register:** 28 Coral Cove Drive CORAL COVE 4670

Chairman:	Arthur Bock	0408 761 474	aergbock@bigpond.com
Secretary:	Sandy Hillyard	0438513282	hillyardsandy@gmail.com
Treasurer:	Robert Pearce	0408 197 506	cuckooclockman@bigpond.com
Facebook Editor:	Gaylene McLean	0437927800	gaylene.mclean@yahoo.com
Social Secretary:	Bob McLean	0428 781 901	the_mcleans2003@yahoo.com.au
Regalia Officer	Toni Pearce	0427835173	tonigericke@hotmail.com

## 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.

**EType**

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**

Tony Herald 0407 625 278

**Modern Luxury Saloons**

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



XJ40



X300, X308, XJR



X350



XJ 351

**Modern Compacts**

Terry Whitehouse 0409 072 500



S-type



X-type



XF



XE

**Crossover Register**

Stu Gross 0498 203 227



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



Membership may be either a single person or a couple.

**PRIMARYMEMBER**

**PARTNER MEMBER**

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

Title....Surname.....

First Name .....

First Name.....

Preferred Name .....

Preferred Name .....

(Badge Name) .....

(Badge Name) .....

Postal Address.....

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

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

**Details of Jaguars/Daimlers Owned**

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

For more Jaguar/Daimler details use reverse side

**Membership (1<sup>st</sup> July 2022 – 30<sup>th</sup> June 2023):**

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

**Part year Membership (If after 1st January 2023, membership expiry 30<sup>th</sup> June 2023):**

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

**Part year Membership (if after 1st April 2023, membership expiry 30<sup>th</sup> June 2023)**

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

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

Signature .....Date.....

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

**PLEASE USE YOUR SURNAME AS REFERENCE.**

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

**Office Use Only**

Entered in Database

Membership No:

Welcome Letter

Current Magazine

Badges Ordered

Badges Given/Sent

Regional and Model  
Register Advised

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





*. storage .*  
*. maintenance .*  
*. presentation .*

STORAGE 33 PTY LTD  
PO BOX 434  
ASPLEY QLD 4034  
ABN 63 616 907 469

P +61 7 3076 3741  
M 0439 651 709  
E [INFO@STORAGE33.COM.AU](mailto:INFO@STORAGE33.COM.AU)



We have gone to extraordinary lengths to provide a unique vehicle storage solution conveniently located within Brisbane's inner north. Short or long term storage options tailored to your needs.

Security is our top priority - cleanliness is key. Our positively pressurised storage area ensures a permanently clean, dust free, humidity and temperature controlled environment, providing ideal conditions for the long term preservation of your investment.

In-house vehicle presentation services are also available.

[WWW.STORAGE33.COM.AU](http://WWW.STORAGE33.COM.AU)

FIND YOUR JAGUAR PART AT [WWW.SNGBARRATT.COM](http://WWW.SNGBARRATT.COM)

Search parts



**BEAUTIFUL PARTS** FOR BEAUTIFUL CARS

CHOOSE FROM OVER 300,000 PARTS AND ACCESSORIES FROM THE WORLD'S LARGEST  
INDEPENDENT MANUFACTURER OF CLASSIC JAGUAR CAR PARTS

+1 800 452 4787 | [sales.usa@sngbarratt.com](mailto:sales.usa@sngbarratt.com)

S·N·G  
**BARRATT**  
GROUP

01746 765 432 | [sales.uk@sngbarratt.com](mailto:sales.uk@sngbarratt.com)

**Factory Appointed Jaguar Body Repairers**

Many proud  
car owners are  
discovering...

- Major & minor accident damage
- Factory baked enamel paint
- Full detailing division
- Paintless dent removal
- Vehicle restorations
- All insurance companies welcome
- Open Saturday morning



quite by accident.



38 Violet Street Eagle Farm T: 3268 4900  
F: 3268 4692 [www.thebumpshop.com.au](http://www.thebumpshop.com.au)

THE NEW F-PACE SVR

**SORRY TO APPEAR  
AGGRESSIVE**



The new F-PACE SVR, created by Jaguar Special Vehicle Operations. 5.0L V8 404kW Supercharged engine. 680Nm torque. 0-100km/h in 4.1 seconds. Turn your attitude up.

**Brisbane City Jaguar** 41 Breakfast Creek Road, Newstead. Tel: 07 3250 3000  
[brisbanecity.jaguar.com.au](http://brisbanecity.jaguar.com.au)

THE ART OF PERFORMANCE

