

Queensland

JAGUAR



Driver

September - October 2022



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Queensland Jaguar Driver September 2022

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



Editors Notes

Welcome!

We've had many great events again since the last magazine and we'll cover most of them in this edition. This includes a Bundaberg trip, Darling Downs Poker and Sports Day, Gold Coast registers catchup and

many more.

There are a number of important items including details for the 2022 Annual General Meeting for consideration.

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

Next Jaguar Driver Magazine.

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

SEPTEMBER

Tuesday 6th	Darling Downs	Coffee Run 10am	
		"Aromas " High Steet shops	contact Richard 4635 1051
Saturday 10th	Darling Downs	Wippells Showroom Display	starting at 8am - 11am
Sunday 18th	Brisbane Register	All British Day	Vivian St Tennyson Details pending
Saturday 24th	Modern Compact	Lunch	Bottletree Hotel, Glamorgan Vale

OCTOBER

Wednesday 5th	Gold Coast	Mid Week Morning Tea Run	Organiser David Willmott 0408 455 249
Sunday 16th	Gold Coast	Lunch Run	Organiser David Jones 0418 103 737
Saturday 15th-16th	Darling Downs	Weekend Away	
Saturday 29th	Modern Compact	Lunch	Bottletree Hotel, Glamorgan Vale
Monday 31st	Gold Coast	Monthly Meeting	

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
Saturday 26th	Modern Compact	Lunch	Bottletree Hotel, Glamorgan Vale
Monday 28th	Gold Coast	Monthly Meeting	

December

Sunday 4th	Gold Coast	Christmas Lunch	Organiser Di Cooper 0411 176 050
Wednesday 7th	Gold Coast	Mid Week Morning Tea Run	(9th Annivervary of Wednesday Runs) Organiser David Willmott 0408 455 249

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 fellow Members,

Hopefully by now everybody has had their payments for Membership sorted, and everything is back to normal. Stu has had a hard time of it with a mix-up by PayPal Not informing of some payments made to them.

Thanks to you Stu for all your time and effort on the Club's behalf, (your salary needs to be increased) Ha.Ha.!!!!

Just reminding Members we are all volunteers and put our efforts forward for the benefit of J.D.C.Q.

This coming weekend as I write this, 26-28th August is the Gold Coast Register Get-Away. We are off to Glen Innes, looking forward to the trip as this was postponed from last year because of border closures.

All British Day 18th September. Lloyd Anderson is co-ordinating our display. If any Members can spare some time, Lloyd would appreciate your help. This day is always a great success, also raising a considerable amount for charities. There isn't much better on a lovely sunny day to look down rows of shiny Jags and wish you could take a few of them home with you.

Also, I must mention the 30th Anniversary of the Capricornia Register which is being held 1-3 October. They have a great program planned and if Members can make the trip, I'm sure you will have an enjoyable weekend. We have a few Members from the Gold Coast heading up and I believe Brisbane and Sunshine Coast Members also.

The weekend could turn out to be a mini Rally.

My thanks once again to our hard-working Committee and Officials for making our Club What it is.

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

Jaguar Drivers' Club of Queensland Inc.

AGENDA

for the 2022 Annual General Meeting to be held on Zoom on Monday 21st
November 2022 at 19.30

1. To receive the President's report on events of the past year.
2. To receive the Treasurer's report on the financial activities over the past year, the current financial position and budgets for the year ahead.
3. To elect the JDCQ management committee for 2021 – 2022 from the nominations received.
4. To appoint auditors

General discussion may follow the closure of the meeting but no motions will be taken from the floor.

Wendy Gross
Secretary JDCQ

Jaguar Drivers' Club of Queensland Inc.

NOTICE

The 2022 Annual General Meeting will be held by Zoom on Monday 21st November 2021 at 19.30. A Zoom invite will be sent to members shortly before the start of the meeting

The Committee would appreciate your attendance.

Nomination forms for Office Bearers are available on the JDCQ website and in the September-October edition of the magazine, *Queensland Jaguar Driver*. Nominations must be received by 7th November.

Should any member wish to propose a motion for consideration at the AGM it must be submitted, seconded, to the Secretary by 24th October 2022 for distribution to all members by 7th November. No motion will be accepted from the floor of the AGM.

Members and candidates should be aware that JDCQ has public liability insurance of \$1 M

Wendy Gross
Secretary.

Jaguar Drivers' Club of Queensland Inc.

NOMINATION OF OFFICE BEARERS FOR YEAR Nov 2022 to Nov 2023

All Committee Positions are declared vacant at the AGM.
A new JDCQ Management Committee must be elected at the AGM.
The elected committee **must** include a **President** and a **Treasurer**

Other positions to be elected are:

Secretary

Webmaster

Membership Officer

One **Representative for each of** Brisbane Register, Gold Coast Register, Sunshine Coast Register, Darling Downs Register, Wide Bay Burnett Register, Capricornia Register and Mackay-Whitsunday Register

As a financial member of the Jaguar Driver's Club of Queensland Inc, I wish to nominate

_____ as a member of the management committee.

If elected, this nominee offers to fill the committee position of

Proposed by: _____ Date: _____ Signed: _____

Seconded by: _____ Date: _____ Signed: _____

I accept the nomination: (Nominee to sign) _____

Nominations must be received by the Secretary at least 14 days prior to the AGM, no later than 7th November 2022.

Email: secretary@jagqld.org.au or posted to Returning Officer, Jaguar Drivers' Club of Qld., P.O. Box 3513, South Brisbane, Qld 4101

Nominations from the floor may be taken at the AGM only if no nominations for a Management Committee role have been received.

(Revised August 2022)



JAGUAR DRIVERS' CLUB OF QUEENSLAND
NOMINATION FORM –



LIFE MEMBERSHIP

Ibeing a financial member of The Jaguar Drivers' Club of Queensland, wish to nominate

.....to receive Life Membership.

I offer the following reasons in support of my nomination:

.....

.....

.....

.....

.....

Signed.....Date.....

Nominations and votes must arrive with the Secretary before 30th September.

Either send by email to **secretary@jagqld.org.au** or by post to:

Jaguar Drivers Club of Queensland Inc. P.O. Box 3513, South Brisbane Qld 4101

Please consider those who have made an exceptional contribution to the whole Club over many years.

The nominated person/membership must:

- ☐ Have been a financial member for the past ten years.
- ☐ Have been active in the Club during the majority of the past 10 years.
- ☐ Participate in a variety of Club events.

A temporary sub-committee considers nominations for life membership each year, after 30th September and makes judgement on each life membership nomination.

The maximum number of life memberships is 20

Revised August 2021



**JAGUAR DRIVERS' CLUB OF QUEENSLAND
NOMINATION FORM**



Memorial Trophies

Ibeing a financial member of The Jaguar Drivers Club of Queensland, wish
to nominate to receive:

The Female Member of the Year Award or New Member Encouragement Award
(Cross out whichever does not apply)

In support of this nomination, the contribution and club involvement of this member over the past year includes:

.....
.....
.....
.....
.....

Signed Date

Send nominations to arrive with the JDCQ Secretary no later than 30th September.

Send either by email to **secretary@jagqld.org.au** or by post to :
Jaguar Drivers' Club Qld, PO Box 3513, South Brisbane, Qld 4101

A nominated member will be assessed on their activity in the club and their participation in a variety of club events. Submissions must contain details of their participation in club events or the contributions they have made to the club.

. The role of the Selection Panel is

- a) To consider which of the nominated members has most participated in club events or made a most significant contribution to the club or to a register.
- b) To liaise with knowledgeable and interested parties.
- c) To make judgement on the award nominations by 21st October.

Revised Oct 2020

Jaguar Drivers Club of Queensland Inc.

Proxy Form for the AGM on 21st November 2022

Each completed proxy form must be received by the Secretary before the start of the meeting.

I, _____ of _____
being a member of the association, appoint

as my proxy, to vote for me on my behalf at the Annual General Meeting of the association to be held on 21st November 2022 and at any adjournment of the meeting. The appointed person to vote as they consider appropriate except as directed for candidates to the committee listed below.

Signed _____ Date _____

This form to be used to vote in favour of the following candidates.

Position

Candidate

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Badge of Merit (BOM) & Volunteer of the Year (VOY) Nominations

Badge of Merit (BOM)

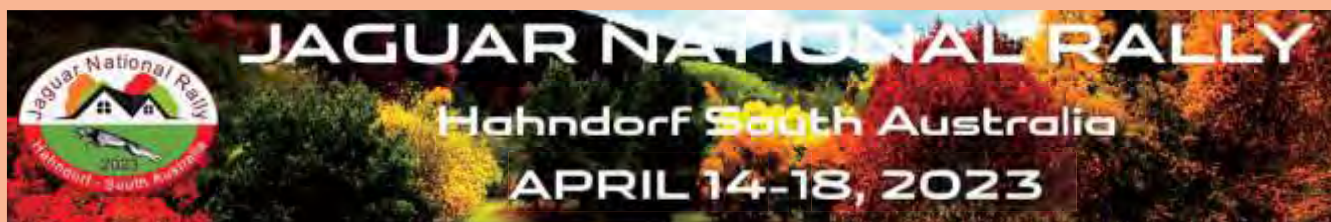
The Badge of Merit was developed by Past President Peter Tett in 2002. He saw a need to recognise those members who contributed greatly to this club in the past or for outstanding achievements that may not necessarily have been recognised. He felt it important to honour those members in a way that is not governed by attendance points, but rather in recognition of long – term contributions to the club, its development and progress.

Volunteer of the Year (VOY)

This award is given to an individual or individuals that have selflessly given their time and energy to the club on either a regular basis or to those that have stepped in during times of need such as in an emergency to assist in resolving problems that arise, or in helping others with workloads. This award is awarded annually. It is open to all members.

Nominations for these awards can be made by any member of the club and must be submitted to the Secretary by 30th September.

Nomination forms may be downloaded from the club's website, after logging in, under the Resources Tab / Forms.



Attendance at all events is strictly by REGISTRATION
we anticipate registrations will be open by the end of November 2022.

FRIDAY APRIL 14

REGISTRATION 1.00pm—4.00pm

Registration will take place in the “Walnut Room” of the Haus Restaurant, 38a Main Road, Hahndorf, SA.

Register your arrival—Collect your Rally Bag with your Rally Book and Rally Lanyard and all its goodies.



WELCOME COCKTAIL EVENING 6.00pm—11.30pm

This is the opening event of the Rally and will be held in The Haus Restaurant. Finger food and drinks will be served. An opportunity to mix casually with all your old friends from previous Rallies.

SATURDAY APRIL 15

OPTIONAL DAY TOURS

There will be a selection of local day tours offered, showing the magnificent Adelaide Hills sights and delights. Some of these tours will require payment with registration. Others will be entirely PAYG. There will be a limit on numbers so register early.

EVENING MEAL

Your Saturday evening meal is at your discretion. Your Rally Bag will be your friend with discount vouchers and local suggestions.

SUNDAY APRIL 16

JAGUAR NATIONAL DISPLAY DAY—10.00am—3.00pm.

Held at The National Motor Museum in Birdwood SA where you will also enjoy **FREE ENTRY** to the Museum with its ever changing display of Australia’s motoring history.

Food and drink vendors will be on site and local restaurants and cafes are to be found in the main street adjacent the Museum.

The celebrated model will be the Jaguar XJ Series 2 **Celebrating its 50th Anniversary** including all variants such as Daimler Sovereign, Jaguar XJC and Daimler Sovereign Coupe.

PRESENTATION DINNER 6.00pm—11.30pm

To be held at the Adelaide Hills Convention Centre, 145a Mount Barker Road, Hahndorf SA. The **THEME** for this event will be 1970s, in recognition of the JDCSA 50th Anniversary. (1973-2023). So please dress in style.

A **FREE** bus will provide transport from the Haus, Hahndorf,

MONDAY APRIL 17

SPORTING EVENT— The Bend Motor Sport Park

We are very excited about plans, yet to be confirmed for a full day event at this world class facility. Designed to be a very social day for spectators as well as those participating on track. The event will include an option for casual laps of the track and lunch as well as a sprint event. Stay tuned for more details.

OPTIONAL TOUR - “Captain Proud—Murray River Cruise”

This Optional Day Tour is offered on Monday only, for those choosing not to attend the Sporting Day Event.

FAREWELL DINNER —6.30pm—11.30pm.

A casual and relaxed dinner to be held at **The Haus Restaurant, 38a Main Road, Hahndorf, SA.** Say farewell to your old and new friends until the next Jaguar National Rally in 2024.

POST RALLY TOUR - We are still finalising plans for a four day POST RALLY “Southern Vales Tour”

Please be patient and follow us on the link supplied below for updated details as they are finalised.

GET THE LATEST UP-DATED INFORMATION

You can stay completely up to date on all arrangements and details for the Jaguar National Rally 2023 by using the link below. This page on the JDCSA web page will be updated regularly with the very latest program information, accommodation details and options being planned. Accommodation is now open and can be booked from the information provided on this link.

www.jdcsa.com.au/jaguar-national-rally-2023

Rally Director: Philip Prior M: 0402 670 654 E: philipprior@bigpond.com



BRISBANE REGISTER

Christmas 2022

3 December , 11am. \$50 per person

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

Entrees

DUCK SPRING ROLLS
hoisin sauce, micro salad

SALT & PEPPER CALAMARI ⑤ ⑥
aioli & lemon

MAINS

CRISPY SKINNED SALMON ⑤
potato grain, broccolini, season house blend

CAMEMBERT STUFFED CHICKEN BREAST ⑤
cranberry jus, wildf, potato gratin

DESSERT

STICKY DATE PUDDING
coffee sauce & salted caramel ice cream

CRANBERRY MAPLE & PECAN PUDDING
vanilla bean coconut custard

RSVP

12 November 2022

Emma Golder

goodasgolder@gmail.com

Including dietary restrictions

Pay Brisbane Register

BSB 484799 ACC 506117953



JDCQ Darling Downs Register

organised by Ron & Kara Formella



Darling Downs Members join the High Rollers' Club

The Darling Downs member recently participated in their annual Poker Run which was organised by Chris and Carol Lok. The group met at the Transport Museum in Gatton on a brisk Sunday morning in June and quickly retreated inside to enjoy a warm coffee and some brunch. With some trepidation, we ventured outside again and drove to our second destination at Lake Dyer near Laidley. It wasn't any warmer there!! In fact, it was considerably colder, so we drew the second card of our poker hands and quickly moved on to our third destination – Cunningham's Lookout above Laidley. From this peak in June 1829, the English botanist and explorer Allan Cunningham discovered and named Laidley Plains. Cunningham's Crest Lookout is where Cunningham stood to survey the land beyond. From his lookout, we could see the plains below and Cunningham's Gap to the south. We drew our third card and then moved on to Rosewood park for our fourth card. Things weren't looking too promising for my poker hand – I only had a one pair. Rumours were circling that someone was sitting on three Aces!!! Our final stop was to Chris and Carol Lok's place at Marburg for lunch and to receive our final card. Alas my hand did not improve but some members were doing their best to conceal their excitement as they drew their final card. And the winners were – in 3rd Place with two 7s and three 8s was Marilyn Keating, Bruce Dascombe came in second with (wait for it) four 9s! Now normally you would think that you had a great chance of winning with four 9s – not that day! Taking out 1st Place with an amazing four Aces (all the same house) was new member Helen Thompson. We enjoyed a BBQ lunch and then all headed home, promising ourselves to curb our gambling habits until next year.

Kieran Lillis – Darling Downs Register Secretary



JDCQ Darling Downs Register

By June Whitehouse

Photos by June Whitehouse & Kieran Lillis

Annual Sports Event

On Sunday 14th August several members of the Darling Downs Register met up at Chalk Drive, Toowoomba, in preparation for our annual sports day. Once all were assembled and the necessary catchup chats were complete, we made our way to the Greenwattle Café, for the pre sports morning tea, we were joined there by Kieran and Richard. Our sports event, organised this year by Bruce and Jeanine, was ten pin bowling. The good thing about bowling is the pain doesn't start until you stop bowling, and the really bad pain doesn't start until the next day, or was that just Terry and myself. After our fix of coffee and more catching up chatter we made our way to the Sunset Superbowl and got ourselves geared up in the appropriate bowling shoes. As always, we had a ladie's team and a men's team, best score of two games. I have to say we have some very good players amongst us, unfortunately, I wasn't one of them, however, it was great fun with lots of cheering, well done's and ooh's, ahh's and oh no's. Our trophy winners this year, were Colin Smith, for the men's team with a score of 157, achieved in his second game and Helen Thompson for the ladie's team with a score of 118, also scored in her second game. I achieved my personal best of 86, scored in my first game, but it all went downhill from there. It was tremendous fun and well worth the later pain, experienced by the 'not so fit' amongst us.

After all that exercise we were looking forward to our lunch and made the short trip across to the Westbrook Tavern. The day was also extra special for two of our members, Alan and Terry, who share the same birthday, so cake was the order of the day for everyone for dessert, after the happy birthday song, of course. Everyone enjoyed their lunch immensely, and the staff were extremely accommodating regarding us taking a cake along, and provided plates and forks for serving it, a big thank you to them for that. After lunch and cake we were shown into a separate room to have our register meeting in private. The winning bowlers were then presented with their trophies, although Colin was presented with a photo of the trophy on Kieran's phone, because Kieran left the trophy on the kitchen table when he rushed out. Our raffle followed with some nice prizes won, thank you to those who donated something towards the raffle. Finally, a special thank you to Bruce and Jeanine for organising the day, it really was great fun.



Library News with the Club Librarian Ray Hodges

JAGUAR in Motorsport and JAGUAR E-TYPE



GB26: JAGUAR in Motorsport is a bookazine, Editor Paul Sander. Published in 2021 by Kelsey Media.

This bookazine looks at Jaguar's involvement in the fast paced, often thrilling, world of motorsport. From taking a 1940s saloon onto snow-covered mountain passes, to man-handling an XJ-S around corners at Silverstone.

The issue also looks at the iconic Le Mans victories and cars involved. The C-Type of the early 1950s, followed by the D-Type later in the decade, followed by the development and race story of the XJR-9 racers of the 1980s.



Gb34: The Definitive Guide to the JAGUAR E-TYPE is a bookazine, Editor Sam Skelton. Published in 2021 by Kelsey Media.

The world's most famous sports car of its time. Having turned sixty last year, we look back over some of the model's greatest achievements, consider some excellent restorations, and bring you the information you need to appreciate the legend.

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 other books, service manuals, magazines and DVD's go to our website, log on, go to the library and search for the material then click on "Request this book".

Membership News with Stu Gross

Membership News with Stu Gross

Hello JDCQ Members,

The Club would like to welcome the following new members who have joined since the July-August issue of the "Queensland Jaguar Driver" was published.

Richard Hughes (Capricornia)

Graham Heather (Brisbane)

Mike Temby (Brisbane)

Terry & Kathryn Curtis (Brisbane)

Steven Thompson (Brisbane)

Patrick & Marlene Slee (Gold Coast)

Phil & Jill Atkins (Sunshine Coast)

Neil & Sharyn Coveney (Sunshine Coast)

Christian Callisen & Matthew Ball (Brisbane)



Cheers, Stu 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

Finally Honor and I have crawled out of self-imposed isolation to re-join the human race after having been fully inoculated against the covid and influenza bugs. As I explained to friends and acquaintances, at our age we were the most liable to serious complications and possible demise.

MK2 Starter switches

At the recent MK2 lunch at the Nobby hotel one of our newer register members had his MK2 fail to start. Pushing on the starter button on the dash did not produce any appropriate whirling noises from the starter motor. Other club members leapt into the rescue and the car was started by manually engaging the rubber button on the starter solenoid which is mounted on the engine bulkhead just above the rear of the engine.

Our newer register member was shown this "trick" as he had a long way to go and could be caught out if he had to stop anywhere. As it turns out he did have to stop for fuel however this time he reports the starter button did work.

Only a couple of months ago a friend who had bought a Mk2 had a similar thing happen and I instructed him by phone on how to use the manual engagement of the starter solenoid to get the engine running. On arriving home, he checked the starter button and found it was intermittent i.e., sometimes it worked and sometime it didn't.

This starter button problem has also been aired on a number of occasions in "on line" MK1 and MK2 forums. You must remember that the youngest MK2 is about 55 years old and Mk1s go back as far as 67 years. Consequently, it is a little unreal to expect electrical switches which have been used every time the car has started to behave perfectly every time at their age. Although not cheap at around \$60 I think a new starter switch for a Mk2 (part no C15453) would be a reasonable investment.

While we are at it, I must say that the starter solenoids can be a problem but are generally either working or not working and don't seem to have any intermittent faults.

Barn finds

I was contacted back in late May by an acquaintance wanting to know if was I interested or did I know anyone who would be interested in an 1960s S type Jaguar. It was going cheaply and had to be removed as the owner had sold his house and had to vacate on settlement in the very near future.

The car had been in dry storage in Canberra since the mid 1980s and had some sort of "spline damage" in the rear end. The owner had brought it to QLD with the intention of restoring it but fate had intervened. It was a "full spec" car with 3.8 engine, manual overdrive, wire wheels, power steering etc. It turned out to have been bought in England by an Australian defence force officer who bought it back to Australia.

I gave it careful consideration however taking on another major project while I was still involved in ongoing "happenings" was not really on my agenda. I made a couple of phone calls and one of my local acquaintances got really excited as he had finished an MG B and was casting around for another project. He

had looked at MK2s but they were out of his price range but the S type was going really cheaply.

He acquired the car and I ended up at his home workshop one afternoon where I went over it and showed him the areas which I believed required immediate attention. eg The engine turned over however I cautioned him not to put fuel into it until the diaphragms in the SU HD6 carbies had been replaced. There was some small amount of rust under the left-hand fuel tank but nothing much anywhere else. The original BRG paint was fairly crazed and the car would require re-painting but overall condition of the body and interior was surprisingly good.

As it was his first Jaguar but not his first restoration, he was extremely interested in plucking my brain for information on suppliers and location of bits and pieces, how to polish alloy, refinishing woodwork etc. I didn't mind the couple of beers supplied while the plucking went on.

MK7 revival

Two doors away from home there is a MK7M undergoing a "revival" It is not a restoration as that implies bringing it back to a high standard which is not the intent. It will be brought back to roadworthy and just a good runner. As far as can be determined this car last ran in 1968 and went into storage when the then owner went into national service.

The car had been repainted with an awful brown/red colour and that will probably be addressed in the overall scheme of things. Currently the motor is running "dry" ie without coolant for very short periods like less than thirty seconds. A new water pump bearing kit has turned up and hopefully it will be able to allow the engine to go "wet" in the near future.

One thing that everyone agreed on was that all of the alloy on the 67 year old motor was pretty sad and needed a clean-up. I got "volunteered" to lead it and we ended up doing the whole thing including cam covers, intake manifold, carby air intake and SU carby vacuum chambers. To be honest we had to get serious with coarse 180 grit paper to cut out the old black corrosion before going up through finer grades and then buffing. I think that the photos will show just how successful we were and also give you an idea of the MK7 being revived.

Economy

On the trip to Nobby and return the on-board computer in the X300 showed 30 miles per gallon or 9 litres per 100 ks. I am a bit sus on some onboard computers but I filled up in our local servo on return and there was just a half litre discrepancy between the computer fuel burn and fuel taken to refill the tank.

These sort of economy figures are really a heck of an improvement over earlier models. The best I ever saw out of my Series 3 XJ6 on a similar trip was 22 miles per gallon and only 20 miles per gallon out of a Series 2

That's all so until next issue safe Jaguaring



AUSTRALIAN COUNCIL OF JAGUAR CLUBS (ACJC)

Where to Now In Changing Times

The ACJC (Australian Council of Jaguar Clubs) held a Zoom Meeting on 9th June 2022.

Aside from considering an application for a grant application for \$4,000 from JDCSA (SA's equivalence of JDCQ) for the 2023 National Rally, and requesting further information, Tim White (most recent ACJC Chair) presented a proposal for the future of the ACJC as an organisation as it adapts to what is an ever-changing environment.

First some background:

The ACJC was created in 1983, and registered in South Australia. The organisation is made up of delegates from the member clubs in the various states. The ACJC was created at a time when much of the membership was in the prime of their working life, had school age children, only had time at weekends and at school holidays, and National Rallies were the pinnacle for a Jaguarphiles social and sporting calendar. It was a time when MK II's reigned supreme, E Types were frequently used as daily drives, and repairs, spare parts sourcing was very much a networking and co-operative venture.

From Tim White's submission - In short, the ACJC was created to:

- ÷ *Be responsible for the rules and broad scale management aspects of the Jaguar Annual National Rally and the related Post Rally Tour. Specifically there was a heavy accent on Concours conduct.*
- ÷ *To act as the focal point for the relationship between the Australian Clubs and Jaguar Land Rover Australia (JLRA) or its successor(s), thus providing a communication channel for matters of interest to all the Australian Clubs and to discuss and understand the JLRA position in regard to Dealer relations, Jaguar logos, trademarks and associated intellectual property.*
- ÷ *To provide a forum for the Australian Clubs to share ideas and information on significant common issues such as Constitutions, the National Rally, legal status, membership fees, Club structures and Club activities.*

Time has marched on and some observations of the current situation are, in brief:

- ÷ Only JDCA (NSW) & JCCV (Victoria) with the possibility of JCCT (Tasmania) have a commitment to Concours events as part of a National Rally format.
- ÷ ACJC has a significantly reduced involvement in running/overseeing National Rallies other than the responsibility of concours judging criteria if a concours is part of the format.
- ÷ Individual states now run a rally according to their framework relevant to their capacities. They do not follow the prescribed structure of a traditional National Rally commonly held in the past
- ÷ National Rallies will now be every second or third year as a general rule.
- ÷ ACJC now mainly concerns itself with sharing of ideas, mutual encouragement, interaction and support.
- ÷ There has been significant rise and support for model specific style Border Run events over the past 20 years. For example, 3 in the last 6 months, all being well supported.
- ÷ There appears to be no appetite for anyone to take responsibility as Chairman, Secretary and soon Treasurer. A number of the current State reps plan to retire from the Council in the next 6 months.
- ÷ There is a world trend to move towards more informal structures when groups of people come together with a common goal. The appetite for formal structures seems to be waning and perhaps is not necessarily key to achieving common goals.

Continuing - From Tim White:

The way Forward: Possible process In brief:

1. ACJC as an incorporated body can be wound up in line with its constitution.
2. The trophies to be "written down" in the books and transferred to JDCA & JCCV.
3. ACJC Bank account to be closed and member clubs will be paid an amount on a proportionate basis to their membership numbers. (as per their affiliation fees) after allocation of the forward trophy costs. (Forward trophy costs are yet to be finalised, but would be held in trust for the use of

- NSW and Victorian clubs to maintain/store/transport trophies as required. The preliminary proposal is to have funding available for 5 years.
4. The remaining balance (approx. say \$500) will be paid to an organisation (not the members) in line with its constitution.
 5. The ACJC is replaced with a National President's Forum.
 6. The aim of such a forum would be:
 - ÷ To promote camaraderie between Jaguar enthusiasts and clubs,
 - ÷ To maintain a National Rally and Border Run timetable,
 - ÷ To share ideas and club activities,
 - ÷ encourage interaction of clubs and their members in whatever way seems appropriate to the times.
 - ÷ Maintain a relationship with Jaguar Land Rover Australia (JLRA) by invitation to update clubs at the forum and keep them abreast of events.
 7. Chairman's position is held for one meeting on a rotation basis between participating clubs.
 8. Members of **ALL** Australian Jaguar Clubs nationally are invited to attend and **should** involve other Australian Jaguar clubs plus **could** involve New Zealand Jaguar clubs.
 9. Meetings are held via ZOOM, say 2, 3 or 4 times a year or as decided.
 10. This does require some admin to book the zoom meeting. Minutes to be taken is to be decided. Further, the maintaining of the Rally/border run timetables is required.

In summary - Opinions from the author:

Time and circumstance have moved, creating the possibility for the ACJC to lose its relevance. Presently, there are no volunteers to hold the positions of Chair, Secretary or Treasurer. JLRA seems to have lost interest at the club level – in reality Jaguar in particular is fighting to survive and moving to a different market – but that is another issue.

Only the clubs in NSW (Sydney), Victoria and perhaps Tasmania are holding concours within a traditional National Rally format, and many of the other regional clubs, like QLD are not holding National Rallies.

Seems that the trophies have been valued:

“Trophy Valuation – have been valued at \$58,500 plus the value of the trophy boxes estimated at \$3,000-

\$5,000.” (From the minutes of the last ACJC meeting) Seems that the current bank balance is around \$55K.

I find it hard to let go of history, in particular, of structures and bodies that have historically provided valuable service and provided real solutions plus resources, and the ACJC is certainly one of them. However, with the Jaguar division of JLRA a shadow of its former self, and its future looking very uncertain, not all states running concours, some not even running rallies, whilst others are holding less structured events, accompanied by growing trend for smaller model specific/interest specific rallies both inter and intra state, plus an aging, less agile, activity challenged demographic with reduced energy for organisational participation, I don't seem to be able to find reason to argue the ACJC should not go to God in a controlled and equitable fashion.

The opinions of long term JDCQ members seem to reflect this conclusion.

Consequently, the proposal and situation was considered at the JDCQ Executive meeting on 13th July 2022:

JDCQ Executive Motion:

The JDCQ executive discussed the points raised as above and in general concluded that the ACJC is now redundant.

The meeting worded, moved and passed a motion:

That JDCQ wishes that ACJC be disbanded, that existing trophies be given to JDCV for safe keeping and that ACJC funds in the bank be equably distributed to State Jaguar Clubs.

Obviously, the mechanics, timing, logistics of any move to wrap up the ACJC is not yet planned. JDCQ has expressed its sentiment and will obviously participate both formulating and executing the winding up process at the appropriate time.

The end result is sad, as the ACJC has been an excellent vehicle, and has provided outstanding resources and governance for almost 4 decades. However, times change, and organisations must adapt to the prevailing conditions or risk the prospects of perishing.

Tony Brett

There were 6 of us who met at The Coffee Roastery and set off on the trip. Sadly, Bernie and Rita were late withdrawals because of ill health so it was Suzy and Ralph, Gen and Tony and us who set off.

Originally this trip was planned to use some back roads more interesting than the Bruce Highway, but successive floods put paid to the idea. The Bruce it was! First stop was the Wood- works Museum just north of



Gympie where 6 became 11 as Sue and Rob, Debbie and John and Ray joined us. Sue from the Museum was our very cheerful guide around a most interesting Museum.

Set less than 100 meters from the first sawmill established in the Gympie region in the 1860s, it consists of old buildings and some very large old trees planted by the Fraser family children in the early 1900s.



There is a working sawmill using steam power, ably demonstrated by volunteer Steamer Mark, which was our first stop. Along the way there were displays of old chain saws of different sizes and other traditional equipment. Our next live display was the Smithy with volunteer Maurie who

trained as a boilermaker nearly 50 years ago. He demonstrated how to create various metal tools on the forge, explaining the difference between charcoal and coal fires and between working with iron and steel.



Back in the main building we saw the impressive 619-year-old kauri pine disk and a magnificent timber sphere made by volunteers from local timbers.



Apparently experts in the field can tell what the weather was like across the 619 years by 'reading' the growth rings!

If you are planning of some timber flooring in your home, this is a good place to go with a floor made of many different local timbers, named, and polished to perfection.

There is also a very nice gift shop with lots of lovely things made by volunteers, very reasonably priced. I couldn't resist this one made by their oldest, active volunteer, David, at 90 years old`.



Then it was back on the Bruce heading for lunch at the historic White Lion Hotel in Maryborough. The Chairman of WBB Register, Arthur Bock, met us for lunch. He also joined us later for the walk-through Queen's Park and the very moving and beautiful Gallipoli to Armistice Memorial Walk. It was good to have a local guide.



After a brief comfort stop at Apple Tree Creek Park, just north of Childers, we travelled on to The Chalet Motor Inn. Sue and Rod and Lyn and Merv were in the motorhomes at a nearby car- van park but joined us both nights for Happy Hour and dinner. Dinner the first night was at Thai Tuilps and Gaylene and Rob McLean from WBB Register joined us. The first event for Day 2



was a visit to Hinkler Hall of Aviation and Bert Hinkler's House, which was only the second building, after Cook's Cottage, to be relocated from England.



The architecture of the Hall of Aviation is stunning as are the displays. There are quite a few interactive displays and a few of our party practiced being pilots. Meanwhile Debbie, Suzy and I tried to sort out Bert's interesting love life. Then it was coffee (and cake for some) at Café 1928 in the grounds.



With the caffeine hit, it was straight to Bundaberg Distillery for the Museum tour and then the distillery tour and tasting. I bet you didn't know that it was Bundaberg Rum who developed the square bottle they still use. The passion for the product shown by our guides and other staff was obvious. Also interesting was the environmental consciousness of the company. The sugar company just down the road which supplies their molasses returns the waste from crushing to the farmers and the distillery by-products also are turned into fertiliser for the same farmers. A very interesting tour but I still don't like rum. The liqueurs are another matter.



We were supposed to meet for lunch at River Cruz for lunch but the distillery tour and tasting lasted longer than expected. Gen and Tony had skipped that in favour of a walk around the Botanic Gardens, so they made it to River Cruz. Sue and Rod, who had joined us at the distillery and missed out on the morning tea at Café 1928, also went there. It was declared good!

Just after 2pm Suzy, Debbie and Gen took Wendy's guided tour of a few of Bundy's Op Shops. A full list of the rest was provided for those who were staying on in Bundy. Meanwhile Ralph, Ray and Tony took in Kalki Moon gin distillery. Stu and John relaxed at the motel

Then it was time for Happy Hour again and catching the minibus to dinner. (No, we weren't having a belated St Pat's Day. The motels lights were green.) This time the venue was The Spotted Dog at the



Railway Hotel. I don't think many of us finished our meals; the servings were enormous.. The last visit was to Macadamias Australia just out of Bundaberg for breakfast. This is another business who tries to look after the environment. The Orchard Café, set amongst macadamia trees, uses as much local produce as they can and has a very interesting menu. The tasting of the different macadamia products was popular. Stu and I were able to restock our supply of Lemon Myrtle blend. Delish!!! Then the party broke up, with some returning home, some moving on and some staying on for a few days.

This was written the week after, with torrential rain and road closures. We were so lucky with the weather for our trip.

Wendy Gross

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JDCQ Mk2 Burlblings with Robin Todd

Our August "Country Luncheon" was held at Rudds Pub, Nobby, where we had a small but select gathering, including Alan & Marie returning from sick leave. Rob & Margaret making one of their all to rare appearances. With Bill, Honor, Perry, Helen & Tim making the long trek from the city of Brisbane I think it was almost a case of the lowlanders [Brisbane area] out numbering the highlanders [Darling Downs dwellers].

This will come, I know to regulars, as a surprise, but we were just a wee bit late arriving, something like almost an hour after the scheduled start time. My excuse, and I had a few, the best of which was that I received a phone call from my son down in Canberra just as we were about to get ready to go. He wanted a long talk about the condition of the nation, how happy he was in his job, my forthcoming Birthday, and the forthcoming event at Leyburn. Notice how I used the word "forthcoming" rather than the current media journalistic "up coming" which I think is just about as sad as "get-go" instead of "start. It transpired that he was trying to ensure that I was not aware that he and my eldest grandson were coming up for my Birthday and Leyburn as a surprise. I suspected that something was up but not that. It was a brilliant couple of days especially as because of Covid we hadn't seen them for something like two years.

Anyway back to the lunch, when we arrived I almost thought we had gone to the wrong venue with two, yes two [2] Mk2s parked outside. That would be the biggest roll up of Mk2s for many a day [year]. Just think if Barry had bought along the Daimler and we had come along in the Grey one we could have had a record turnout, Barry had a valid reason, but I said the car wouldn't start because of a flat battery. [It really did but even if it started it then wouldn't stop because the Brake Booster is yet to be replaced amongst some other small items].

All in all we had a lovely time and finally departed for home in time to arrive there just before 5.00pm

Regular readers might remember that Cameron, my son who lives in Brisbane, has been coming up here to Yangan in his spare time to prepare the Lancer for it's annual outing at Leyburn Sprints. I haven't been doing anything because I have been hiding behind what I claim to be a very dodgy knee that won't allow me to walk about or even stand for very long so he has been appointed "Worker" while I appointed myself "Overseer-in-Chief". He has been doing a great job and had arrived early in the week to finish a few small jobs before we loaded the car to take it out to Leyburn. As anyone who has prepared a car for anything knows those small take on a life of their own and just keep growing. Come Friday morning and we are just about to load when he asks did you get the oil you said you were getting so I can change it before we degrease everything and load up?. The short answer is NO so into the car and off to town - that makes us at least an hour later to depart. I justify

everything by saying we don't really want to get out there too early because there will be a big queue at Scrutineering. We arrive about 1.00pm and yes there is still a queue waiting to be scrutineered but by the time we have unloaded, parked the trailer, erected the tent, unloaded all the junk we had packed in the car and carefully spread out all the Driver's kit so that it could be inspected we found hardly anybody waiting. When I say we I mean Cameron and Valerie because as I said earlier I'm hiding behind what I claim to be a serious knee injury.

Anyway, off to the car checkers, and I push in front of Don and Sandy Milner who seem to me to be parked off to one side. A quick check of the paperwork. Now some entrants always seem to have trouble at this stage, but I can never understand because the organisers send out a piece of paper detailing all the things you must present. Civil Drivers Licence, Race Licence, Club Membership & log book if car has a Log Book. Really terribly difficult isn't it but there always seems to be a mob around the table trying to argue something or else. The organisers also send out a check list for the car checkers so it is really too easy if everybody knows what to do, even the Scrutineers. If a car is presented with a log book that goes back 25+ years, the roll cage is covered with scrutineers ok stickers and the general presentation of the car and apparel is good there is probably a better than even chance that everything will be ok. It was at this stage after we were all finished I realised that Don and Sandra were sitting there waiting for a Scrutineer chappy to come and check their car.

Back at the tent a cuppa and along comes this bloke that I thought I knew and he says "Good day" Robin. I think I was probably looking back blankly when he says "Max" and instantly I recognise Max Parnell. Haven't seen Max for ages and ages but we have a nice chat. He is on tour, he had been in Rockhampton then called in at home to pick up the Mk1 [or as Bill Pitt used to remind me over and over that he used to race a 3.4 Compact] for Leyburn then next weekend on to the Pittsworth Sprints.

We wandered back home and there sitting on the verandah was my son from Canberra. But not only Stuart but my eldest grandson Jacob. Now that was a surprise - almost enough to make a fellow swallow one or twice fairly quickly.

Cameron was a bit nervous before his first run, which is not unusual when you spend so much time and effort to get a car ready but have not had a chance to test anything. He had done two quick runs up the short driveway and was very worried about the noise from the rear of the car until he found the handbrake was still on.

He returned from his first run with a huge smile. Everything we had tried to cure was cured. We went the whole weekend without having to lift the bonnet, and he finished with a much quicker time than ever before so all was well. I often say that a perfect weekend of motor sport is to have the car run

properly, enjoy the drive and come home with the car and driver in one piece.

Max had good runs with Mk1 and Don did well with the Dolly, so essentially the whole JDCQ contingent were successful.

Jacob enjoyed the whole thing and was heard suggesting to his father that they get a car for next year and bring it up so they both can have a drive.

It was a bit sad towards the end when a couple of other blokes that we have gotten to know over the past 20 years or so came up to say good-bye because they won't be back again. You don't need to be a genius to read between the lines.

As for my son's dad- he had an absolute ripper time.

And now to forthcoming "Country Luncheons".

Robin Todd

JDCQ Classic Monocoque Register

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 14th September
Rising Sun Hotel, Rosewood.

Wednesday 12th October
Garden Centre, Warwick

Wednesday 9th November
Bestbrook Resort, Maryvale

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



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JDCQ Gold Coast Register supplied by Robin Kup-Ferroth



Vale - George William Latimer

25 June 1938 – 1 August 2022



It is with great sadness that we advise of the passing of long time JDCQ Life Member George Latimer.

George and Joy joined the JDCQ on the 22nd January 1990. George had two Jaguars, a black 1965 3.8 S Type, but was better known for his blue 1972 Series 3 E Type FHC. George and Loy were very active contributors to the club, assisting and attending most of the clubs' activities until just a few years ago when George's health started to deteriorate.

George was awarded Life Membership of the JDCQ in 2001 in recognition of the very considerable contribution he had made in the preceding years. Greatest of these was his role as JDCQ Secretary for a continuous 9 years. George is fondly remembered for his introduction to reading his secretary's report at each monthly meeting where he would always start with "Good evening everybody" to which he received a resounding "**Good evening George**" from the collective members. However, George's contributions extended to many other roles including being part of the band of magazine packers who each month packed and labelled the magazines for all of our members, secretary of the 1995 National Rally, ACJC Delegate in 1996/7 and participating in the organisation of many JDCQ events.

George's Blue E Type gained some notoriety for "failing to proceed" on a number of occasions and the cartoon below, drawn by Roy Waleen, depicts the search for a fuel problem in the E Type on the way to Sanctuary Cove for the official South East Asian release of the XJ8.

George had a dry sense of humour and was a loving family man. He leaves behind his lovely wife Loy and their three adult children and young grandchildren. George will be missed greatly and we extend our thoughts, our condolences and our love to Loy and the family.

R.I.P. George.

Tony Herald



Vale: Ian Richardson

September 1937 – August 2022



Sadly, Ian passed away at home near Esk in early August. Ian established himself as part of the JDCQ fabric during June of 1984. However, he had previously joined the Jaguar fraternity some 22 years earlier, having ordered a new Series 1 Jaguar E Type in August 1961, direct from Jaguar, which was delivered to him at Nandi, Fiji in November 1962.

Ian's work as an engineer had taken him to Nandi, and an E Type being imported to Fiji in those times would have certainly been a curiosity. We know the nearly new car created a Fiji land speed record on the Nandi Airstrip, which Ian believed still stands, and the car and Ian lived happily in the Island paradise before subsequently relocating to Australia in 1964.

After a hard life in Fiji where most roads were gravel and a harder life in Australia making fast trips on bumpy 1960's and 70's roads from Northern Queensland to Melbourne the E Type started to show its age. After a restoration at Classic Autocraft during 1985 to 1987 the E Type once again became the benchmark for the model during both Concours judging and judging practice. Ian achieved many class placings in both Queensland and national concours competitions during the late 80's to late 90's.

The E Type and Ian were regulars at JDCQ events and gatherings during the 80's and 90's. I recall some rather rapid laps of the Mt Cotton road circuit on an advanced driving course, which resulted in some extremely hot brakes. Ian was never afraid to use his car as an E Type should be used, also illustrated by his **very fast** drive around Bob Jane's Thunderdome in 1991, with John Tuppicoff as passenger, resulting in him being presented with the Thunderdome Trophy by Bob Jane.

Ian retired and from 1993 to 1995 built a unique residence just west of Esk, which incorporated a glass wall between the lounge and garage, thus allowing him to admire the E and his lovely Austin Healy from the comfort of his lounge room. Most of the male visitors to Ian's unique residence regarded it as the ultimate home for a car enthusiast bachelor.

After his move to Esk, Ian's home became the final destination for many of the E Type register's early morning runs, with many a breakfast created, and stories shared. Ian was a good friend, always happy to help and a willing host to the club on these memorable occasions.

Sadly, Ian is no longer with us to share his time, but the memory of him with his immaculate one owner E Type remains vivid. We sincerely hope Ian is at peace, and the car finds a sanctuary befitting of its heritage.

Both will be missed fondly.

Tony B and Tony H

A Jaguar get a new roof



Whilst not everyone's cup of tea in the 60-90s a great deal of Jags and other upmarket sedans had vinyl roofs added. Whether this was to pretend it was a convertible or an easy way to provide two tone is not known.

Having sold an Aston Martin and purchasing a more sedate method of transport – a Jaguar, it being a single colour we thought we'd try a vinyl roof. Unfortunately today there are no more 'old' vinyl roof installers – I know I looked! But a friend suggested that vinyl 'wrap' companies might be able to reproduce the leather look in modern vinyl, as it is printed. Sure enough after searching around for a reputable company off recommendations, we rolled up to Uber Graphics in Warana.

Their helpful staff spent lots of time perusing the opportunities and finally found a picture of leather in an old English white that they could use. The car was booked in and I attended to take some photos so club members might increase their knowledge of the subject.

The paintwork is cleaned with a strong solvent to remove all dirt to assist adhesion of the vinyl, the vinyl is printed off and laid over the roof to be roughly cut and positioned. Chrome is masked off.

Next the non stick backing is slowly peeled back and the vinyl dressed down with smoothing tools and assisted around curves with gentle heat. The skill comes into play when they carefully cut the vinyl so it snugs up against the terminal edge, all the time assisted in sticking with careful and even distribution of the heat torch.



The roof pillars looked particularly difficult and its pleasing to see the experts manipulate the vinyl down to behave itself and follow their intent. I was intrigued to see how they could print and mimic chrome and produced strips to end the lower edges and produce curves that met the real chrome of the window edges finishing off really perfectly and professionally. They recommend you do not wash or touch the vinyl for a day to let it settle. We choose (and its allowable) to have the vinyl optic-coated with a clear ceramic coating (after a week) as we have done with all our cars, its protection for paint is absolutely impressive and reduces waxing to virtually nil, but if you so desire you can rub the old wax on it to further increase protection and gloss! A plus factor is white roofs make the car cooler in tropical climes. Cost? \$400 We returned later and asked them to add a pinstripe to each side – perfect!





JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg, Maryborough and Hervey Bay

August Run to Robert and Beryls home in South Kolan.

Pics by Sandy and Gaylene..

It was a bright and clear day to start our 2.5hr run north from Gympie. The mk1 was left in the shed as I wanted to tow our new trailer up the highway to make sure it runs well prior to our trip to Wagga Wagga. From just outside Gympie, right up past Torbanlea was basically 80km/hr or 60km/hr roadworks which made for slow going. We arrived at Apple Tree Creek just in time to convoy out to Kolan, 3 lovely Jags and one van..

We arrived at Robert and Beryls in good time, and were greeted by Beryl, who informed us that Bevin and Sandy had already arrived and were down at the dam waiting for us all. We drove through the paddocks for a short way and found our way to a truly beautiful spot. Robert has built a wonderful shelter shed right next to their dam. A pipe feeds spring water into the dam all year round. It is stocked with Bass and turtles and the odd water bird. We all enjoyed morning tea, our raffles were run and won and then the barbie was fired up for sausages and bread rolls for lunch followed by huge amounts of home made cake and lamingtons. Then it was off to the dam to feed the fish and one turtle. We then looked at our watches and thought about the road again, said our goodbyes and headed for home.

Thanks to Robert and Beryl for their hospitality it was truly a fabulous day!!





JAGUAR DRIVERS CLUB OF QUEENSLAND

WIDE BAY BURNETT REGISTER

Bundaberg, Maryborough and Hervey Bay

A new interior for Henry the Mk10.

Words and pics by Robert.

As most of you are aware, Toni and I purchased a 1964 Mk10 from Wagga Wagga nearly 18 months ago. And as most of you also know we are yet to have the car home, as Henry is still in Brisbane at The Independent Jaguar Workshop waiting to be recommissioned after a long slumber. Good news the work is finally underway as Michael has finished the E Type restoration that had to be done first. Henry is up on the hoist and work has begun on the brakes and the long list of things needed to make him drivable and reliable.

Now me being me, I think a jaguar interior should be a nice place to be, lots of timber and leather. The Mk10 is a big car, a very big car when one looks at an interior fit out. When I restored Percy's (our Mk1) interior, I purchased all the materials from Matt at Classic and European in Carrum Downs Melbourne. I then set about engaging our local expert motor trimmer, Mr. Brady, to help me with it all. I did most of it all my self, as COVID was raging and I was only working 2 days per week so I had the time. The only things I could not do myself were the pleats on the seats and the hood liner. Mr. Brady did all the cutting and sewing and I fitted it all from there. After all said and done I did not get much change from 10K! Which is cheap I am told, but anyway it came up a treat!

When the Mk10 came along, we sat down and looked at it all to see what was what. According to Henry's Heritage Certificate he "was" an Old English White car with the Blue Interior. I also discovered he has a 62 engine, the story goes the original engine failed quite early on and was replaced with the current engine from a wrecked 10. The previous owner Rod bought the car from a wrecker apparently and decided to save him instead of letting this lovely old car be crushed. Rod then bought another Mk10 that was beyond saving but had a reasonable interior and swapped it over as the blue interior was bugged completely. He then painted the car (twice) Jaguar Dark Blue, and fitted the red interior. Rod kept all the associated bits and pieces of which I have most of, but there is a set of doors, a bonnet, boot lid, various timber pieces, bits of chrome and wheels etc still down at his place. Toni and I are going down in September to pick them all up. I did actually start to recolour and restore the old leather but was not happy with the achieved finish.

A new interior for the big 10. I did consider to go the same way again and buy everything raw and make it up. But whereas I needed 8m2 of leather for the Mk1, I would need 15m2 for the Mk10. That's approx 4 - 5 hides, if you can get ones without marks and holes, more if the imperfections can't be used or hidden. Then there's the vinyl and fixings and staples and... and... I started to calculate what it would cost, adding up every conceivable little thing, then went and spoke to Mr. Brady, he said "a 10 hey?".... then scratched his head and made a series of faces that said to me, that he needed a calculator to work this one out....What to do, as I was up to nearly 16K!!

So, on facebook I belong to about 30 or so Jaguar associated group pages, and I put the question out there for some advice. Most everyone came back to me with 3 names, John Skinner, Aldridge and BAS International. These are specialist Jaguar Interior Trimmers in the UK. So I made some enquiries to all 3 to see what was what. They all do much the same thing, but pricing was really varied. You can buy a complete "kit" to refurbish your interior, supplying most everything you could need to make it look very smart again.

First things first, samples. Websites were looked at colours were picked and 3 weeks later all the samples arrived. We decided on "Matador Red", which is Old Red or #1380 Red in others (all the same). After a lot of questions one of these mobs became sick of my constant back and forth and told me enough. So then we were then down to 2! It finally came down to me talking on the phone with the owner of Skinners to decide that they were the one to go with. Everyone seems to have had a good experience with them, and besides that their shipping is a lot cheaper than the others, a thousand odd pounds less in fact!

We then had to work out what I would do myself and what I would need Jonathon and his small team to do in the UK. Obviously I would do all the carpets, being an ex installer and Master Rug Maker, along with most of the fitting once the things arrive. So at this stage we are going to order, Front and rear Seats with associated leather, vinyl and moquette, retire kits for the A Post with map pocket, B C & D Post kits, centre console kit, Underdash Hardura, under bonnet Hardura pieces, parcel tray kit, Rear Parcel shelf kit, new vinyl door panel kit (including the hardboard) with the correct welded lines as per factory plus armrest leather kit. A new complete Boot kit in Biscuit Hardura including all panels, a complete fixing kit of some 120 pieces, and a few sundry bits and pieces. In total including shipping it will cost approximately \$8000.00 AUD. Mr. Brady will fit the seat covers, once he restores the cushioning, so everything will fit perfectly. I will do the rest. The timber work needs a lot of work, but fortunately I have a complete spare set, so I will pick out the best and start to restore it in the coming weeks, once it starts to worm up a bit.

I still have bit of saving up to do, then I will get things underway in the UK, and buy the new Wilton Carpet and Underfelt from Matt in Melbourne and get started once Henry is finally home.

To be continued...





Henry

So many Samples...



Sydney

Motor Show 1976



Sydney

Motor Show 1976



Sydney

Motor Show 1976



Jaguar Drivers' Club Queensland Regalia

Create the Club Image at events and display days



Peaked Cap



Metal grille badges in Maroon or Green



Bucket Hat



Window Sticker
Club logo 82mm wide



Club regalia is green and white with embroidered club logo.
Shirt sizes from mens small to 4XL and ladies style from Size 8 to Size 12
Sun protection UPF 30.
Shirt material 50% polyester, 50% cooldry (breathable comfort of cotton and the quick dry of polyester)

Name	Membership Number
_____	_____

REGALIA ORDER FORM			
Shirt Size	Price	Postage (if required)	
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Caps	\$ 12.00	\$ 3.30 or \$ 0.00 with a shirt	\$
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Tel: 07 4635 1051

Location: Toowoomba City



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We also have original wheels.

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Price: \$8,000 ONO

Contact: Dot Forrest

Mob: 0419 583 180

Location: Torquay, Hervey Bay

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4.0 litre LWB Most parts available Body is very straight

Engine is stuffed but Auxiliary are available Gearbox Available

Price: TBA

Contact: Jonathan Stanton Mob: 0428 938 885

Email: Jonathan.stants@icloud.com for more details.

Location: Deception Bay



WANTED TO BUY

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Preferably 2013/2014 convertible but would consider other outstanding years. I have recently sold my XK8 2004 which I now regret so am ready to purchase my next Jag. With respect to price, that will be determined on the condition, I am prepared to pay for a very good car.

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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 Mobile: 0481490334

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JDCQ Committees & Officials 2022

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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
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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

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Regalia	Helen Rolton	0421 459 851	regalia@jagqld.org.au
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ACJC Delegate	Di Cooper	0411 176 050	acjc@jagld.org.au
QHMC Representation	Paul Lucas	0481 490 334	info@jagqld.org.au

Brisbane Register

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Treasurer:	Neil Summerson	0419 273 296	nesjas@bigpond.net.au

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

Gold Coast Register

PO Box 7636, Gold Coast, Qld, 4217

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Secretary/Treasurer:	Susan McAllister		mcallisterfamily@bigpond.com

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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

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Bill McMonagle 3882 0903

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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

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Secretary Carl Brown 0438240769



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



XJ40



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Terry Whitehouse 0409 072 500



S-type



X-type



XF



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Epace

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.

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

First Name

Preferred Name

(Badge Name)

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First Name.....

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Details of Jaguars/Daimlers Owned

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

For more Jaguar/Daimler details use reverse side

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

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

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

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