

**Queensland**

# **JAGUAR**



**Driver**

**July - August 2023**



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# Queensland Jaguar Driver July - August 2023

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



Hi Everyone,

I hope you are all enjoying the cooler weather and staying warm on the chillier days, one of my favourite pastimes is curling up with coffee and a good book to read, when it is cold and wet outside, or when it is unbearably hot and I'm in aircon, well, anytime really. I have to make apologies for a few blunders in the last issue, they will be rectified in this issue and life can, once again, run

smoothly. I am aware that we have a few members who have had various health issues and although I don't want to mention personal information, I would like to wish all members, who have been suffering or are suffering, ill health, a speedy recovery and please know that your fellow members have you in their thoughts.

I am really, excited to be starting our ladies Jag Wags section again, settle down chaps, it's only half a page or so. Lorraine from Capricornia Register has encouraged her ladies to contribute and Marie Smallcombe is starting us off with a morning tea slice recipe, thank you Marie for your contribution. Now we need the other registers to come on board and you chaps out there can do your bit and encourage the Mrs's to put forward a motoring mishap story, recipe or useful hints, to keep our Jag Wags going.

Some of you will be aware that Terry's mother passed away on 7<sup>th</sup> May, during the sorting out of funeral arrangements we became aware of the Jaguar Hearse, owned by Burstows Toowoomba, and I have put together a few words and a couple of photos, as I thought it maybe of interest. It is a Jaguar vehicle that people are just dying to get into, sorry, I had to say it.

That's all from me for this issue, stay healthy, travel safe and have fun, bye for now from your Editor, June

### SPECIAL NOTE FROM EDITOR

I would just like to say a special thank you, to our Committee, and I hope I can speak on behalf of all members, when I say thank you for approving the purchase of A, Remote Area Softpack First Aid Kit and a Defibrillator, for each register. Thank you also to John Large, who I believe suggested the idea of registers taking these on their runs. What a wonderful idea, keeping our members safe. Thank You

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### Patron Ron Gaudion

Life member JDCQ,  
Founding member of Gold Coast Register,  
Jaguar mechanic on all three Le Mans winning D-Type teams



### Cover Picture

Beautiful 1975 V12 XJC Jaguar  
with proud  
owner John Somerset

### Next Jaguar Driver Magazine.

Deadlines for  
Closing Date for Contributions 24 August 2023  
Classifieds Deadline 22 August 2023

### 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	Barry & Joy Cooper	Jim & Maureen Reid	Paul & Josie Mittelheuser

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# Jaguar Drivers' Club of Queensland Forthcoming Events

## JULY - SEPTEMBER 2023 EVENTS

### Brisbane Register

Thursday 6th July	Chassis Car Register monthly lunch Karalee Tavern 12noon contact Lloyd Andersen 32948960 (venue could change)
Tuesday 11th July	Brisbane Register Bi-Monthly meeting 7.30 Yeronga Services Club
Thursday 13th July	Visit to Brisbane Motor Museum Group entry fee \$18.18pp payable on day RSVP Joy Cooper joy.cooper@cooperation.com.au 0419732091 by Wednesday 5th July
15th & 16th July	Drive to meet up with Darling Downs members Christmas in July in Tenterfield, wait list to jilind@bigpond.net.au 0438629598
Thursday 3rd August	Chassis Car Register monthly lunch at Karalee Tavern 12 noon contact Lloyd Andersen 32948960 (venue could change)
Sunday 6th August	10am - 1pm Show & Shine at Beaudesert State High School by Beaudesert Rotary Club \$10 per car entry fee, proceeds donated to high school and Rotary projects contact Mark Jackson 0413122839
Saturday 12th August	Visit to Oz Electric Vehicles details TBA contact Lloyd Andersen 32948960
Sunday 20th August	Noon - 2pm Lunch at the Doonan 6 Beddington Road, Doonan in Noosa Hinterland. Organises Margaret & Brian Hine RSVP by 12th August to Joy Cooper joy.cooper@cooperation.com.au
Thursday 7th September	Chassis Car Register monthly lunch at Karalee Tavern 12 noon contact Lloyd Andersen 32948960 (venue could change)
Tuesday 12th September	Brisbane Register Bi-Monthly meeting 7.30 Yeronga Services Club contact Lloyd Andersen or Joy Cooper
Sunday 17th September	All British Day inc JDCQ Display Day St.Josephs Playing Fields Vivian Street Tennyson. Gates for display competitors open 7.45am

### Capricornia Register

Sat/Sun 1st/2nd July	Childers Car Show & Swap Meet.
28th & 29th July	Saturday meet at Flying High Bird Sanctuary. Sunday Car Show at AppleTree Creek Sports Ground
Sunday 20th August	Join Mackay Whitsunday Register Christmas in July at Cape Hillsborough
Sunday 17th September	Meeting Morning Tea and Lunch at Rocky 10 pin bowling
Sunday 24th September	All British Day Brisbane 7.45am - 1.30pm St.Josephs Playing Fields Vivian Street Tennyson Archer Park Railway Museum Rockhampton lunch at Allenstown Hotel

### Darling Downs Register

Darling Downs Register	Darling Downs Register morning tea Aromas High Street Shops
Tuesday 4th July	contact Richard richard.gill3@bigpond.com
Wednesday 12th July	Monocoque Register Lunch Marburg Hotel Marburg contact Robin 46648509
15th & 16th July	Christmas in July Tenterfield organised by Clive Cooper (June Whitehouse accommodation)
Saturday 22nd July	Modern Compact Lunch Bottletree Pub Glamorgan Vale 11.30ish contact Terry 0409072500
Wednesday 9th August	Monocoque Register lunch at Wild Ground Cafe Warwick contact Robin 46648509
Sunday 13th August	Darling Downs Register Annual Sports Event Lawn Bowls Toowoomba organised by Mark & Helen
Saturday 26th August	Modern Compact lunch at Bottletree Pub Glamorgan Vale contact Terry 0409072500
Wednesday 13th September	Monocoque Register lunch at Dugandan Hotel Boonah contact Robin 46648509
Saturday 23rd September	Modern Compact lunch at Bottletree Pub Glamorgan Vale contact Terry 0409072500

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## Gold Coast Register

Wednesday 5th July	Lunch at Robina Pavilion, 229 Ron Penhaligon Way Robina, meet 11.30 for 12.00 start. make your own way there and pay. RSVP by 26/6/23 to Tom & Irene Ross 0475001197
Sunday 16th July	Christmas in July lunch at Palmer Colonial Golf Club Robina. Meet at venue 11.30am for 12.00 lunch. Organised by Robin & Junita Kup-Ferroth, \$55 pp payable by the end of June
Wednesday 2nd August	Putt Putt and lunch The Club Parkwood Village 76-122 Napper Road Parkwood. Meet at venue 10am for game Putt Putt followed by Bistro lunch (individual cost) organised by Debbie Duncan
Fri 25th - Sun 27th August	Chairman's Weekend see flyer in this issue for details
Monday 28th	Monthly Meeting
Wednesday 6th September	Mid week run organised by B. Hogan
Sunday 24th September	Spring Fair organised by M.Porter, C.Miers & F.Wallis
Monday 25th September	Monthly Meeting

## Mackay - Whitsunday Register

28th -30th July	Christmas in July Cape Hillsborough , Join with Capricornia
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## Sunshine Coast Register

4th July	Morning tea at Strawberry Shack Cafe followed by a tour of working strawberry farm; lunch details to be confirmed. RSVP by 29/6 to Laurie and Sue Pearce <a href="mailto:pearcells@hotmail.com">pearcells@hotmail.com</a> (date and details to be confirmed)
25th July	Christmas in July RSVP by 18/7 by payment of per person charge to Sunshine Coast Register bank account reference surname, enquiries to John and Debbie Herbert, <a href="mailto:herbert.casino@gmail.com">herbert.casino@gmail.com</a> - other details forthcoming.
Thursday 10th August	Qld Air Museum \$15 pp RSVP Colin Graham <a href="mailto:colandi33@bigpond.com">colandi33@bigpond.com</a> by 3rd August
Wednesday 23rd August	AGM at the Beach House RSVP to Wendy Gross <a href="mailto:goodwillpark2@gmail.com">goodwillpark2@gmail.com</a> by 1st August
5th -8th September	Trip to Mt.Tambourine RSVP Wendy Gross <a href="mailto:goodwillpark2@gmail.com">goodwillpark2@gmail.com</a>
Sunday 17th September	All British Day

## Wide Bay Burnett Register

Wide Bay Burnett Register 15th & 16th July	Overnight trip to Monto. 15th July Drive in convoy to Mulgildie, lunch at Mulgildie Hotel, followed by drive to Monto, book into Monto Three Moon Motel. Afternoon visit to Roger Stubbs Shed. Dinner at the Three Moon Motel. 16th July Breakfast at Three Moon Motel, then drive in convoy to Cania Gorge for BYO morning Tea. Lunch will be at another hotel in Monto area.
Sunday 20th August	Historical Outing to Childers. The Paragon Theatre, which has now reopened holds varying types of films and hosts it's very own Espresso Bar,
Sunday 10th September	Morning Tea and Meeting to be held at Bamboo Land Nursery & Parklands Torbanlea and lunch at the Grand Hotel Howard.

### 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 a copy of the current club magazine, Register newsletter, printed copy of Impromptu Run or other written evidence of the event being attended. Failure to provide proof of legitimate use could result in the vehicle being regarded as unregistered and uninsured.

Chair: Wendy Gross 0498203257 [goodwillpark2@gmail.com](mailto:goodwillpark2@gmail.com)

Secretary: Ralph Johnston 0409566355 [rgjohn132@gmail.com](mailto:rgjohn132@gmail.com)

# ***Jaguar Today***

*President Di Cooper*



Greeting Jaguar Lovers,

Having just returned home from the J.J.J. To Coffs Harbour, I have to say what a great weekend we had. For those of you who couldn't make it you missed a fantastic drive and a good "Catch Up" with many Members we had not seen for quite some time.

Seeing some very impressive "Cats" on the prowl also added to the week-end. One blemish was the fact that Barry & Joy Cooper, Brian & Diana Hogan and Tom & Irene Ross all ended up with a flat tyre on each of their vehicles. This seemed a bit strange, I didn't hear if any of the southern cars suffered their fate. I did report this to the Management of the Resort, but I think it fell on deaf ears. Apart from that we arrived home safely, and hope to do more such runs in the future.

Even though I missed it, I hope the opening of the Brisbane Motor Museum was a great success, and some Members were able to attend.

Also RACQ Motorfest was on Sunday 18th June, if going on the previous turn out I am sure there would have been plenty to look at on the fields.

On a serious note, at our last Qld. Meeting John Large (Capricornia Register) brought up the suggestion of each Register having a portable Defibrillator and First-Aid Kit.

Thank you John for your efforts on behalf of Members to get such a good deal for the equipment. All Representatives voted and the decision was to purchase the equipment

for Registers that wanted them. To me this is a small way to give back to Registers. (Hopefully we may never have the need to use them, but they will be there if the need should arise.

With July about to happen we should start to think about the direction Members want their Registers and Club to go in the future. We could all do with more helpers, please if you can help in any way put yourself forward, believe me you will be truly appreciated.

Until next time, safe travels.

Di Cooper, President.



# A Trip Back In Time

Back in May 1983 around 30 Jaguar fans gathered in a mechanical workshop, elegantly seated on planks across 44 Gallon drums to discuss the formation of a Jaguar club to service the Newcastle (NSW) area. By the end of the evening the decision was made to form the club, to be called the Jaguar Drivers Club of Newcastle. A committee was formed and the process of formalizing the club began. Kevin Buckley, organiser of the evenings discussion, became the first President with myself as Vice President. Being the first to put money on the table for the first years fees I also gained the privilege of being member number 1, something I treasure to this day. That was 40 years ago and this year the Jaguar Drivers Club Hunter Region celebrated its 40th anniversary with a great weekend of



At Brunch James Scrimshaw, Denis Shanahan and Tony Herald.

activities fitting for such a momentous occasion.

Much has changed in those 40 years including the name which had to change due to difficulties registering the original choice. However the JDCHR now boasts well over 100 members and has maintained the same friendly, casual approach which marked its beginning so many years ago.

I was determined to attend the celebrations and was asked to give a short talk on "The Early Days" which I was well qualified to do given my attendance on day 1. Since I have maintained contact with the JDCHR it was known that I had completed my rather long restoration of my E Type so the JDCHR members wanted me to bring it down for them to view. After much consideration I decided to risk the drive and take the E Type despite it being only a few months after restorations completion. I am certainly glad I did so and very pleased with the E Types performance on this long return trip.

I broke the trip up each way with an overnight at Coffs Harbour. This meant only 4-5 hours driving at a time which I find quite enough

nowadays. On the way down to Coffs I stopped in to visit our very dear friend Helen White at Ballina. I had purchased the E Type, as a project car, many years before from Bryan and Helen so it was great to catch up and to show Helen how the restoration had turned out. We agreed Bryan would have been proud.

Thankfully the trip was uneventful and I arrived at my accommodation on Thursday afternoon with enough time to give the E Type a bit of a clean up after about 9 hours on the road, some of it in the rain.

Anniversary celebrations started on the Saturday morning with a display at the beautiful Harbour Foreshores area. Just over 70 Jaguar assembled in the display area, in and around the restored old railway carriage shed. It was a magnificent turnout with several cars, and owners of course, representing the Jaguar Drivers Club of Australia from Sydney, and even at least one car from the Canberra Jaguar Club. And, of course, one car from Queensland. After a very enjoyable day at the display just a few hours later we boarded a cruise boat for a harbour cruise and dinner. This was to be the more formal part of the anniversary



Tony Addressing the Members on the Cruise.



Display inside the Carriage Shed



celebrations and we enjoyed seeing the sights around this quite large harbour which faded into a darkness decorated with city lights as the evening progressed.

President Denis Shanahan welcomed everyone and commenced proceedings while we enjoyed a delightful meal. I had prepared a presentation on how the club was formed and its development over the first 5 or six formative years. A history very few who were in attendance were aware of. The next speaker was James Scrimshaw from Jaguar Land Rover Australia who brought everyone up to date on happenings in the world of Jaguar and congratulated the club on its 40<sup>th</sup> anniversary. After speeches I had the enormous pleasure and privilege to be presented, by the president, with my 40 year membership badge, the only one at this stage. A delightful evening and a great chance to catch up with some members who I knew from many years ago and some who I was meeting for the first time.

The celebrations continued the next day with a barbeque brunch at the Blackbutt Reserve in suburban Newcastle. This very well set up area, sporting several covered areas

each complete with a large barbeque and two large tables, also had a delightful forest walk which passed by several native wildlife enclosure where visitors could view the animals and birds in a natural setting. This gave us all the opportunity to once again catch up with friends, new and old, while enjoying a well cooked meal of egg and bacon muffins, sausages etc. A great way to spend the morning. It was good to see James Scrimshaw also joined in the mornings activities as well.

After saying my thank you's and

farewells to the JDCHR crew I headed back to my accommodation to prepare for the next two days trip back to home in Queensland. The trip home was once again uneventful and the E Type performed very well indeed, a very pleasing result completing a very memorable and enjoyable stay with my "other club".

Tony Herald



The Herald E Type



# JDCQ Gold Coast Register

Lunch at  
St.Bernard's Hotel,  
Mt.Tambourine



Run to Uki Hotel





# Hahndorf or Bust!

*Story by Steve Williams*

*Photos by Steve and Vicki Williams*

When we received an email over 12 months ago advertising the 2023 National Jaguar Rally at Hahndorf in South Australia, I made an off-handed comment to my wife, Vicki, that we should make it a road trip, as we had never attended this type of Jaguar Club event. I was somewhat surprised when she agreed, but I am pretty sure that the real attraction was the abundance of wineries in the Adelaide Hills and the opportunity to visit family and friends, not the many days to be spent driving a noisy 53-year-old Jaguar.

The months passed quickly, and registration paperwork arrived – with many options for the event, so we settled on our choices and paid our fees. And with that, this road trip became very real! Whilst our 1969 2+2 E Type has been reliable and has undertaken several trips from our home in Gladstone to Brisbane and back (1,000km return trip), I still held concerns about the car's ability to reliably complete a 6,500km journey.



Six months ago, a bad driveshaft vibration was diagnosed as a failed front universal joint, which, of course, required the entire rear suspension to be removed, so that the uni joint could be replaced. Once removed, it was evident that the entire rear suspension had been untouched in the last 53 years!!! To ensure the car was able to complete the Hahndorf trip, a complete rebuild of the rear suspension was undertaken, including brakes.

Driver and passenger comfort was also considered essential for such a long trip, so a bespoke air conditioning system was fitted (thank-you John Caruana), along with a classic looking, but modern sound system. This trip was getting expensive, even before we left!



A few months out and we realised that the week before the rally was during NSW school holidays, so accommodation stops for the trip south were decided and motels booked. We are used to driving long distances, but even so, we tried to limit our driving days to 500kms or less. We also made enquiries to other JDCQ Registers and found that three other couples were heading to Hahndorf from Brisbane and Sunshine Coast. Unfortunately, our paths would only meet once on the trip south.

The 2+2 E Type is well suited to long-distance touring, and, with the back seat squab swung forward, provides a good amount of luggage space for a travelling couple. Even fully loaded with luggage and the multitude of essential spare parts, oil and water, I was always able to see out the rear window! We even managed to leave space for a potential carton of wine.



# JDCQ Central Queensland - Capricornia Register



So, after an early Easter Sunday breakfast with the Gladstone family and grandchildren, we set off. It was an uneventful trip to our first stop at our daughter's place, near Esk (523km). Well, uneventful apart from a few scrapes of the exhaust on our lumpy, bumpy and pot-holed Queensland roads.

Suitably refreshed with more Easter chocolate and grandchildren cuddles, the next day was spent driving via Goondiwindi to Narrabri (526km). Vicki spent the first 5 years of her life here, so we walked to find the old family home that her father built, and also met up with a 91-year-old family friend.



Next morning, the BOM advised that it was a brisk 4.9 degrees outside, but the car started first turn of the key, and the excellent Jaguar heater system was soon put to good use. However, I was starting to wonder about the need for that air conditioner.....

To make this long day of driving less tiring, we planned an extended lunch stop at The Dish – the CSIRO Parkes Observatory. A fabulous place to visit – so much science and history – and it is still an operating radio telescope. We dragged ourselves away from the science and history of The Dish, and continued to Griffith, making this a long 689km day. We arrived at our motel, and were greeted by the three other Jaguar couples from JDCQ – Rod & Sue Greasley (XK150), Merv & Lyn Jackson (XJ X351), and David Lewis & Susan Stuart (XF Sportbrake).



We had planned a two-night stopover in Griffith, so we could catch up with two of Vicki's old school friends for dinner and have a break from travelling. The following morning, our JDCQ friends invited us to join them at Hay for morning tea at the Convent Café, a relatively short drive of 152km, on their way to Mildura. We unfortunately trusted Google Maps, and after 30 minutes of back roads, found ourselves on a dirt road to nowhere.

So after completely back-tracking and some high-speed driving, we arrived at morning tea just as our friends were about to depart.

# JDCQ Central Queensland - Capricornia Register



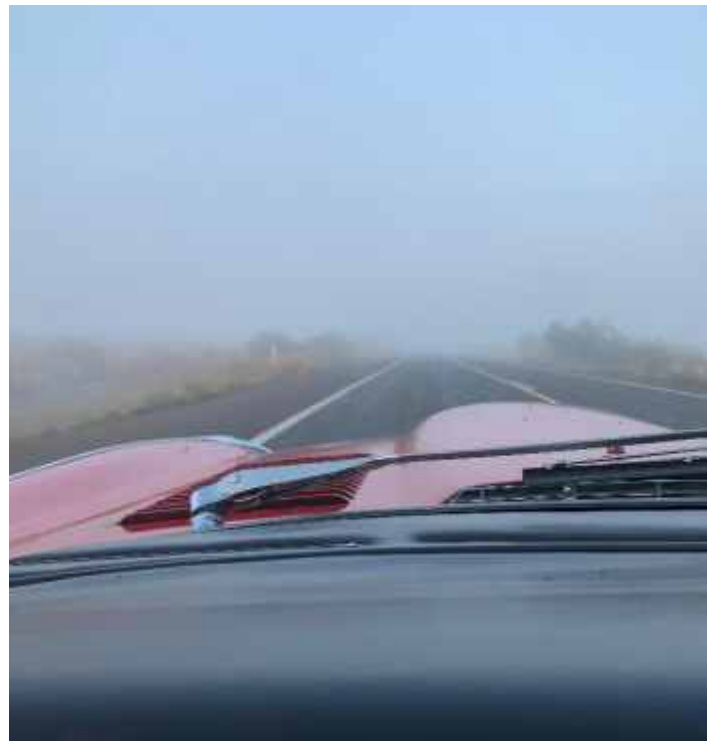
After morning tea, and a good look at some murals in Hay, we returned to Griffith at more sensible speeds through some very heavy rain, reminding us that E Type wipers are not that effective, especially when passing road trains. This stressful drive was more than compensated by the fantastic Italian food and wine at a local Griffith restaurant that night.

Another early start and we headed for Mildura across the Hay Plains – very, very, very FLAT countryside. Good roads but so many trucks. After 429km, we arrived at Mildura, and saw the mighty Murray for the first time, with evidence of the recent massive floodwater that has flushed the river. There were huge areas of inundation and damaged vegetation that will take many years to recover in some areas.

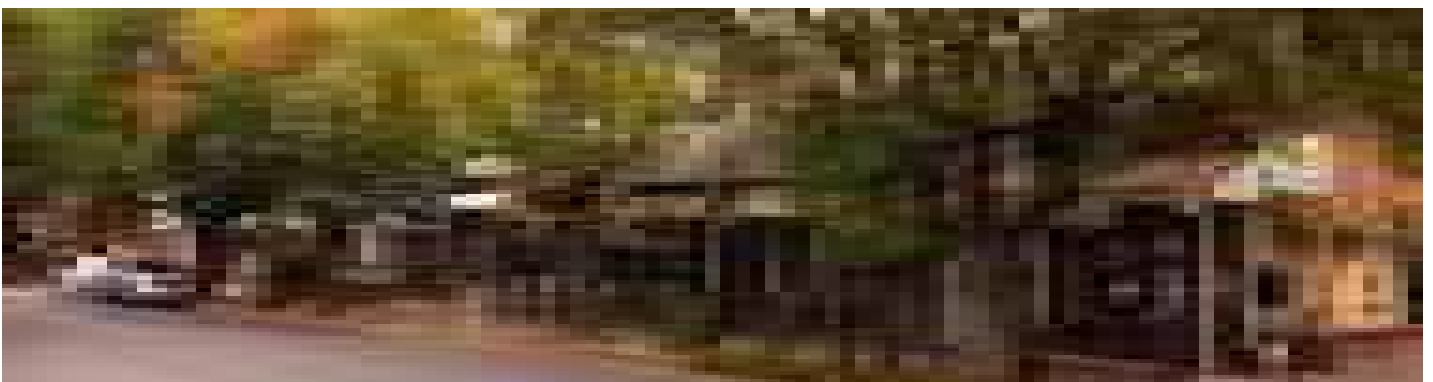


We awoke the next morning to heavy fog and set off in the thick pea soup with headlights blazing – unfortunately not all trucks see the benefit of headlights in the fog!!!. This continued for over an hour, and the car seemed strangely at home, running very smoothly ..... hmmm - reminders of its English heritage!

Instead of taking the direct route to Hahndorf, we deviated via Adelaide, again to see some friends. However, at this stop, we found that the headlights did not want to turn OFF. It seemed the long run in the fog had welded the switch contacts together. The solution was simple – drop the switch panel, locate the right fuse, pull off the right wire, add some insulation tape, AND don't plan to drive at night!



We finally arrived at Hahndorf on the Friday afternoon, checked into our lovely motel room, and headed for the registration desk, purchased some regalia and met lots of people.



The first official event was the Welcome Cocktails at the Haus Restaurant, where the drinks and food were enjoyed, and new acquaintances made.



# JDCQ Central Queensland - Capricornia Register

Our chosen activity for the Saturday was a day at the Monarto Safari Park, a short 40-minute drive from Hahndorf. We are so glad that we chose this option – it is one of the largest safari experiences outside Africa covering 1500 hectares and home to more than 50 species of native animals and many of Africa's most iconic and impressive animals. They also undertake a wide range of breeding programmes to save various species that are classified as extinct in the wild or endangered.

Here we got close up with cheetahs, lions, giraffes, zebras, chimpanzees, Tasmanian devils, American bison, hyenas, and the list goes on. However, the only jaguars were in the carpark!



Sunday was the main Jaguar National Display Day, held at The National Motor Museum in Birdwood. A few early morning showers meant that our cars received several chamois sessions, but we had to make sure that our cars looked their best. More than 180 Jaguars were displayed, ranging from pre-war SS models to the latest F-Type, and everything in between. Our E Type was in good company with several other 2+2 models present.



As Jaguar Rally delegates, we also enjoyed free entry to the Museum, where we spent a few hours experiencing much of Australia's motoring history.





# JDCQ Central Queensland - Capricornia Register

Our host for the National Rally was the JDC SA, who celebrate their 50<sup>th</sup> anniversary this year. In recognition of this milestone, a 1970s dress theme was chosen for the Sunday night Presentation Dinner. This was held at the elegant Adelaide Hills Convention Centre, which was somewhat in contrast to the many scores of Jaguar fanatics, dressed up in their “best” hippie and 70’s outfits. The Queensland contingent shared a table, and we all looked the part – with our very own Elvis taking out one of the Best-Dress prizes!

The 2024 National Rally was announced as the Tassie Temptation, with an excellent presentation tempting us all to return next year. The 2024 hosts, the Jaguar Car Club of Tasmania, will also be celebrating its 50<sup>th</sup> anniversary next year.



The decision for the Monday event option was not an easy one. Either choose to drive your car around the racetrack at The Bend Motorsport Park, or enjoy a leisurely lunch and Murray River cruise aboard a paddleboat.

Despite a strong desire to see what our old sports car was still capable of around a race track, I wanted to ensure that the car would still be able to complete the 3000km trip home. Consequently, the testosterone was suppressed, and we enjoyed a lovely day on the Murray River.

On our return route from Murray Bridge, we continued into Adelaide and purchased a new headlight switch (thanks Sovereign Auto Spares). Returning to Hahndorf, we took a route through many vineyard areas, so with a couple of hours free, we found a cellar door still open, sampled their various vintages, and filled the space in the car for that carton of wine.



# JDCQ Central Queensland - Capricornia Register

The farewell dinner was once again held at the Haus Restaurant with plenty of good food, drinks, and some lovely German-style entertainment, along with thank-you speeches from the organisers. We were once again reminded of the 2024 National Rally, and the Queensland contingent started checking calendars and looking for commitments to attend.

Other family commitments meant that we were unable to participate in the organised Post-Rally Tours. So, the next morning saw the start of our return journey home to Central Queensland, but not without several planned stops. The first day was a full day of driving to Warrnambool (569km), through what seemed endless fields of vineyards, as we passed through the Padthaway and Coonawarra districts.



The second day, though short in distance (327km), was quite spectacular – The Great Ocean Road. Although travelling against the usual flow of traffic, we managed many stops and hundreds of photographs. Driving the E Type through the hundreds of bends and twists never seemed a chore, even without power steering.

Second and third gears got plenty of use, and even the cold wind and the occasional shower of rain did little to dampen the experience. After re-finding fourth gear and a good motorway run, we arrived in the western suburbs of Melbourne to spend two nights with friends and then over to the southern end of Port Phillip Bay, to spend two nights with my brother and his wife, at Rye.

The final run home saw some long days of driving, but the car was in its element – good 110km/hr motorways through Victoria and New South Wales, with stops at Gundagai, Newcastle and Nambour.



## Overall statistics for the trip:

- Distance – 6600kms
- Fuel – 769 litres, always 95 or 98 octane
- Oil – 6.5 litres
- Equipment failures – 1 x head light switch
- Vehicle damage – 2 minor stone chips and scraped exhaust pipes.
- Navigation errors – 1
- Marital disputes – nil
- New friends – heaps
- Overall Satisfaction – excellent

**So, Tassie Temptation – here we come!!! Who will join us in 2024?**



# JAG WAGS CORNER

## *Dipsticks and Wait Staff*

By Lorraine Givney

As much as I love my Jag, since the clearcoat on the paintwork has deteriorated, I've become neglectful of basic maintenance but a worsening ticking sound from under the bonnet could not be ignored. After our meeting on 18<sup>th</sup> June, Barry, John and Trevor kindly assisted me by diagnosing this. When attention turned to engine oil, Barry, who delivers many a funny one-liner, suggested that a longer dipstick would solve the problem. Trevor, on the other hand, used the word 'critical' to describe the oil level which means that litre of 5W-30 that I've been promising my poor sad Jag, is definitely going in today.

Later, after lunch at the Surf Lifesaving Club one of the wait staff came up to me and said that Barry had sent her to me to find out about an available Jag. I laughed and suggested she ask Barry about the paintwork. She did. Barry (should be a used car salesman) laughed, brushing off her concerns, and told her not to worry about the paintwork. She was a good sport and laughed along with us.

Moral of the story – continue to be attentive even when appearance has diminished

The collage consists of two main elements. On the left is a page from a magazine titled 'In the Kitchens'. The page features a large photo of a golden-brown 'Apricot Slice' dessert. Below the photo, the text reads 'My family's favourite'. To the left of the recipe is a small portrait of Michelle Stoff, Bundaberg West, Qld. The recipe itself is a three-step process for making an apricot slice. To the right of the magazine page is a photograph of an older woman with short grey hair, wearing a green short-sleeved uniform with a name tag and several pins. She is smiling and holding a rectangular slice of the same 'Apricot Slice' dessert shown in the magazine photo.

**In the Kitchens**

By Darlene Allston Styling: Simone Russell  
Photos: Kevin Brown

**Michelle Stoff, Bundaberg West, Qld:**  
This slice makes a great dessert or afternoon-tea treat. You can use pie apricots or apples for the topping.

**Apricot Slice**  
Time required: 50min  
Makes 12 hearty pieces

315g packet butter cake mix  
1 cup desiccated coconut

125g butter, melted, plus extra butter for greasing  
250g carton light sour cream  
450g can pie apricots or apples  
nutmeg, to sprinkle

- 1 Preheat the oven to a moderate 180C. Lightly grease a 30 x 20cm baking dish with butter. Line the base with baking paper.
- 2 Combine the cake mix, coconut and melted butter. Spread the mixture into the prepared tin and bake for 20 min.
- 3 Combine sour cream and apricots or apples. Spoon onto the base. Sprinkle with nutmeg then bake for another 20 min. Cool, then refrigerate slice before cutting it to serve.

**Tell us your Family's Favourite**  
**\$50**  
to find out how see page 3

# Sporting Meeting 2023

EVENT	LOCATION	DATE	TYPE
Gold Rush Hill Sprint	Mt Morgan Range	7-9 July	Seriously long Hill sprint
Historic Qld	Qld Raceway	13-16 July	Circuit HRCC
Historic Hill climb	Mtn View Grafton	14-16 July	Pre 75 cars only Hill climb
Stanthorpe Qld-NSW Rnd 3	Carnell Raceway	22/23 July	Circuit
GEAR	Lakeside Pk	27 July	Circuit
Nambour Sprint SCMSC	Nambour showgrounds	4/6 August	Showground track - bitumen
Qld Khanacross	Proston Rally Track	5/6 August	Khanacross
Mattara Hill climb	Ringwood Pk Newcastle	4-6 August	Hill climb
Super Sprint Series A Rnd3	Morgan Pk	11-13 Aug	Circuit
Leyburn Historic	Leyburn	18/20 August	Street Sprint (Historic)
GEAR	Morgan Pk	23 Aug	Circuit
Mt Cotton Hill climb Rnd 5	Mt Cotton	29/30 Aug	Hill climb
Pittsworth Sprints	Reserve Raceway	1/2/3 Sept	Sprint "Industrial estate"
Super Sprint Series B Rnd3	Morgan Pk	15/17 Sept	Circuit
Grafton Hill climb Rnd5&6	Mountain View	23/24 Sept	Hill climb –Track weekend
GEAR	Lakeside	28 Sept	Circuit
Downs Motor Sport Club	Morgan Pk	29 Sept 1 Oct	Practice + 2 diff Circuits
GEAR	Qld Raceway	12 Oct	Circuit
Super Sprint Series C Rnd3	Morgan Pk	20-22 Oct	Circuit
Noosa Hill Summer Challenge	Gyndier Dr	20-22 October	Hill climb RACERS
HRCC Race event	Qld Raceway	27-29 Oct	Circuit
Australian Hill climb Champ	Ringwood Newcastle	26-29 Oct	Hill climb
Stanthorpe Qld-NSW Rnd 4	Carnell Raceway	28/29 Oct	Circuit
Qld Khanacross	Proston Rally Track	4/5 November	Khanacross
Qld Super Sprints State Champ	Morgan Pk	10/12 Nov	Circuit
GEAR	Lakeside Pk	23 Nov	Circuit
Mt Cotton Hill climb Rnd 6	Mt Cotton	25/26 Nov	Hill climb
GEAR	Lakeside Pk	7 Dec	Circuit

*Please note dates can and do change, please check dates carefully closer to the event.*



# HISTORIC MOTOR RACING



HISTORIC RACING CAR CLUB (Q&D) INC.  
PRESENTS

## AUTUMN HISTORIC WARWICK

Visit the website for entry details at [www.hrcc.org.au](http://www.hrcc.org.au)

**12-14 MAY 2023**  
AT MORGAN PARK RACEWAY

Gates Open: 8.00am each day  
 Tickets: \$20 / day or \$30 / 2 days  
 Concessions: \$15 / day or \$25 / 2 days  
 Children under 15yo: Free



For more information Ph: 0424 321 072 email: [info@hrcc.org.au](mailto:info@hrcc.org.au)







### *Gold Coast Register Chairperson's Gatton Getaway*



**Friday 25<sup>th</sup> to Sunday 27<sup>th</sup> August 2023.**

Join us for a leisurely three day weekend to Gatton and surrounding areas with great fun, food and wine. Meeting at Arthur Earle Park, Nerang at 8.30am, we will head off to Beaudesert at 9am for a BYO morning tea, then on to Gatton for lunch at the Colonial Café.

This will be followed by a guided tour of the Queensland Transport Museum, before booking into our accommodation at the Rooms Motel in Gatton.

On Saturday we will visit Scotty's Garage, then lunch at The Barn, Flagstone. On the way back to Gatton we will call in at the Agassi Cheesery in Grantham.

All breakfasts and dinners will be at the Colonial Café located in the Convention Centre. Costs for two nights at the motel, two breakfasts, lunches and dinners, entry into the venues will be \$435 single or \$630 for doubles.

Payment & Name by Monday 21<sup>st</sup> August to

BOQ Account BSB 124-001 A/C No. 10224513

For more information & booking please contact

Di Cooper on 0411 176050

## Help us celebrate 75 years of the XK engine and the XK120.



*We hope to have a large group of XK120-140-150 on show at  
All British Day at Tennyson on 17 September.*

This will include replica C type, D type and XKSS.

If you intend to join display group please contact Lloyd Andersen  
at [lloyd1jaglover@iprimus.com.au](mailto:lloyd1jaglover@iprimus.com.au)

## A better cut and polish system.

I repainted my Blue Mk2 a few years ago. It was done in an acrylic lacquer clear over basecoat system as at the time I had very little experience with two pack paint. I eventually gave the paint finish a cut with the typical lambswool pad in my 180 mm sander, put on some polish and left it at that.

I had acquired my current X300 a couple of years ago. It was a very well-kept car but after the owner was deceased it had been kept under a car cover in the open for a couple of years. This traps moisture against the paint and with the sun heating it the paint literally gets cooked. This had led to the clear finish being scalded leaving a whitish haze over the basic light blue finish.

Barry Challenor from the Darling Downs register suggested I try using the 3M Trizact system to cut the top of the clear finish. This system uses a 150 mm or 6-inch Velcro pad mounted sanding disc on a random air orbital sander. The emphasis is on the air driven sander is deliberate as the sanding disc has to be kept lubricated with water which would not go well with a 240-volt driven sander. The sanding discs are extremely fine (and expensive). That advice was taken on board and I was able to remove the worst of the haze off the paint of the X300.

I thought why not give it a go on the boot lid I had acquired and recently painted for the MK2. To be honest I was amazed at the ease and simplicity of cutting the paint back to a mirror finish. In fact, the finish was so good that polish was hardly needed. Emboldened by my success I attacked the rest of the car and I must say it transformed its finish and appearance to something you see on a showroom floor. (Or a better class of second-hand car lot?)

Some of the details are I used a cheap "Ozito random orbital air sander" available from Bunnings with a current price of \$49.95. Mine has been around a few years and the box it resides in was marked \$39. Even though I have given it a "flogging" over some years it still functions quite well. Bunnings do state it is not for commercial use but for we amateurs it is quite satisfactory.

The 3M Trizact 150 mm (6 inch) cutting discs are around the \$12 mark each (I said they were expensive!). They are coated with an extremely fine silicon carbide cutting surface which must be kept lubricated with water, but not too much as the disc will "float" off the paint. (I googled this on the 3M website) I used the 5000 grit on the acrylic finish and have also used 3000 grit on the harder two pack paint on the X300. I did the complete cut of the MK2 using only one 5000 grit disc and it was still performing well at the end of the job.

One interesting point is that this cutting method may turn out be cheaper than the old lambswool and cutting compound method. The last tin of cutting compound I bought cost \$25, lambswool pads are not getting any cheaper at around \$40 to \$50 and the Makita sander/polishers are now several hundred

dollars

## Resurrecting my XJ6 Daimler

I have owned this car for about 30 years but it has not been on the road for 15 years. With a bit of spare time on my hands I sorted out the fuel system. I drained the tanks, put in a new fuel pump and bingo- the engine started. I had previously been starting it fairly regularly but it had become reluctant to start with old fuel and a dicky fuel pump. With the engine now running I then lifted the bonnet and to my surprise there was a carpet snake curled up on the cylinder head in the valley between the cam covers. The running engine did not appear to have disturbed it.

I immediately shut down the engine as I did not want the snake departing over the front and getting mixed up with the fan and V belts which would be disastrous for the radiator as well as the snake.

After a bit of gentle prodding the snake decided to leave and disappeared over the exhaust manifold side and I suspect got a bit of a hit from the hot pipes. Next day I continued on the XJ6 pumping up tyres, putting the floor back in the boot etc. I checked the engine and once again the snake was back. This time I grabbed my camera and took a couple of photos. I decided to leave it there as a deterrent against rats and mice as there was one spot under the brake booster where a rat may have started to build a nest.

I went to the XJ6 a couple of days later armed with spanners to remove the malfunctioning brake master cylinder but the snake had departed. Probably sick and tired of bloody humans disturbing its peaceful home.

## MK1 lighting electrics

My MK1 has a pair of Lucas Fog Ranger lights mounted just above the front bumper and while they look good, they have never been operational i.e., you couldn't turn them on! The reason for that is there was no wiring to these lights. I had left it like that for years but finally decided to "bite the bullet" and sort out the problem.

I went into the main light switch which has 4 positions i.e., off, park, headlights, fog lights and was able to ensure it was working OK. There was definitely power coming from the fog light terminal and there was also wiring associated with the fog lights disappearing into a wiring loom. Grabbing my trusty multimeter I checked every wire coming out of the main loom and there were no volts anywhere. It did not make sense.

I smelt a rat and decided to cut open the loom which had been wrapped with black insulating tape and find out what was going on and voila, there was a wire which had been folded back and insulated. A check with the multimeter showed it was the errant wire and suitable extensions with the correct colour code (cut out of an old XJS wiring loom) were attached and finally the Fog Rangers were connected and



functioning as Sir William Lyons intended

One has to wonder at the mentality of a person who would cut back into the main loom rather than simply tying back a wire and insulating the end.

### From the archives

Our editor has requested me to reproduce some of our early articles so newer members can get some idea of what used to take place in this magazine. Some of my previous writings can be found on the Tech Tips on the JDCQ website. This non-technical excerpt came from the December 2003 issue

My XJ6 Series 3 is sporting a dent in the right-hand rear mudguard just below and slightly behind the petrol filler cap. The daughter's Polo Crosse horse has been staying with us because of the drought in western Queensland where she lives. Said horse named "Buster" must have decided to lash out and there is the imprint of one hoof clearly visible in the bodywork and he was the only one in that paddock with access to the carport. The problem is that to access the panel I will have to remove the fuel tank. Daughter was distraught. I could see the funny side and wondered if Prince Charles had similar problems with his polo ponies. "Buster" is saying nothing!

In researching these archives, I have found articles written in 1998 so it means I have been contributing (on and off) for 25 years. As I said quite a lot of these old articles have found their way into the Tech Tips on the JDCQ website and I won't regurgitate them here. Incidentally I noted that I have been a JDCQ member since July 1983 so I guess I will qualify for the 40-year membership badge later this year.

Until next issue- safe Jaguaring.



Carpet Snake Guard



## Library News with the Club Librarian Ray Hodges

### JAGUAR

#### The history of a great British car

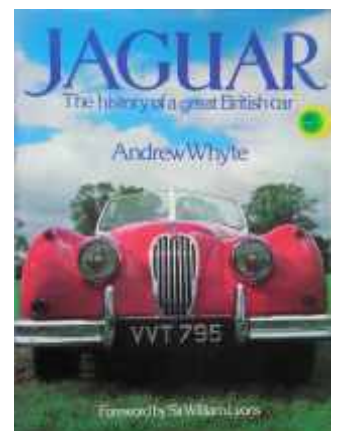
**Gb09: Jaguar – The history of a great British car.** Author – Andrew Whyte. Foreword by Sir William Lyons. First published in 1980 by Patrick Stephens Ltd.

Far from being a spent force, the Jaguar marque – like Rolls-Royce- continues to represent British engineering at its best. Its strength of character as a motorcar has helped the company itself remain identifiable from the mainstream of industry through the long years of BL.

Andrew Whyte's book, as well as describing everything the company ever built, breaks new ground in introducing the reader to the men and women who made the Jaguar more than just another car. As others fell by the wayside, the company overcame great odds to emerge as one of Britain's greatest post-war dollar earners.

From coachbuilder to manufacturer of technical (as well as visual) masterpieces is no easy step. To take it, and to win the world's most famous endurance race five times, shows a special flair which will lead to future generations being able to appreciate Jaguar motoring as something different that survived the holocaust.

If you would like to reserve this book, give your Librarian Ray Hodges a call on 3820 7681 or email: [library@jagqld.org.au](mailto:library@jagqld.org.au) Enquires for our mail order service to Queensland Regional Register members welcomed. For 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".



# Crossover Model Register



As far as I can tell, we have approximately 15-20 members who own a Jaguar Crossover Vehicle (E-Pace, F-Pace or I-Pace).

Our first get-together will be at noon on Saturday, the 19th of August at the Beachmere Hotel. It is in the Beachmere Shopping Centre, 2 James Rd., Beachmere 4510.

Please RSVP ([stu12dozen@gmail.com](mailto:stu12dozen@gmail.com)) no later than Wednesday, the 16<sup>th</sup> of August to guarantee seating.

All JDCQ members are welcome to attend. You do not need to own or drive a Crossover vehicle. This will give those members with a vintage car on SIV Rego another opportunity to drive their car legally.

Best Regards,  
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 May/June issue of the "Queensland Jaguar Driver" was published.

Ross Trevare & Scott Carmichael (Brisbane)  
Barbara Ney (Gold Coast)  
Michele Deacon (Brisbane)  
Tony & Heather Meares (Wide Bay Burnett)  
Ronald & Shirley Hobbs (Sunshine Coast)  
Ross Nunn & Sally-Ann Benham (Darling Downs)  
Mike Sullivan (Brisbane)  
Stuart Thienpont (Gold Coast)



**Our webmaster sent out renewal notices on the 30<sup>th</sup> of May. Membership renewals are now past due. If you cannot find your renewal notice, please check your JUNK/SPAM folder.**

Cheers,

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





## Inaugural Bunyip Picnic a great success.

By John Somerset May 2023

On Sunday 30<sup>th</sup> April the Caboonbah Undenominational Church hosted a return of the Bunyip Picnic. – 120 years after the first such picnic hosted by Henry Plantagenet Somerset (HP), after whom the Somerset Dam and Somerset Region is named. There is an interesting yarn associated with this picnic tradition.

To help fund the construction of a church for community use irrespective of faith, HP hosted picnics on the shores of the Brisbane and Stanley rivers – later dammed for flood mitigation and water supply for Brisbane...another story there!

One of the fundraising activities was “**shooting of the bunyip**” A bullock's hide strapped to a log with a bull's eye was rowed down the river and HP sold chances to shoot the bunyip. Under the hide was explosives. It certainly caused a sensation, shooters lining up and eventually the bunyip was blown to pieces. We thought about re-introducing this fundraiser but felt there would be a long line regulators and insurers not keen on the idea!

My love of classic cars, not dissimilar to HP's love of horses (another story there) associated with my passion for tradition and taking time for each other, lead the Caboonbah committee to re-introduction of the Bunyip Picnic.

The Church is situated at Mt Beppo – a wonderful 2-hour drive from Brisbane either via Kilcoy from the north or Fernvale from the south. Both directions have wonderful roads. I chose the Kilcoy/Somerset Dam route where my beautiful 1975 V12 XJC (pictured) lapped up the corners before stretching her legs for the run from the dam to the church.

Jaguar and Rover supported the picnic, BBQ, poetry recital, music and comradery. There was also plenty for non-car enthusiasts with some enjoying a stroll through the historic graveyard.

Starting at 11am the picnic was over by 2pm, however some stayed for the “churches working together” service from 2pm – 3pm. This is a local initiative which fits perfectly with the undenominational nature of this historic building.

The Rover club said it was one of their best “roves” (their regular cub run) and will certainly be back for the 2024 picnic. I am hopeful for support from other clubs including Jaguar, Rolls Royce, Bentley, and Tattersall's car clubs for the 2024 picnic. For more information, please feel free to contact John Somerset on t. 0417 618 899.





## Visit to Brisbane Car Museum

by John Somerset

I went to the opening of the new Brisbane Motor Museum at Banyo this weekend where all the JDCQ trophies have been sent.

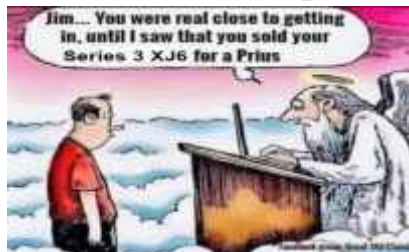
Attached is a photo of me in front of the entry staircase and you can see in the background a large two-story cabinet that houses many of our clubs trophies.

The museum is a wonderful venue suitable for club events and other car club functions. They have a large café and media/meeting rooms as well as of course a rotating display of cars. All the cars are on the second floor where the café is. They use a car lift to get the cars to the top floor.

Very professional and impressive and well done.



Let's have a Laugh



### SENIOR TRYING TO RESET PASSWORD

WINDOWS: Please enter your new password.  
 USER: cabbage  
 WINDOWS: Sorry, the password must be more than 8 characters.  
 USER: toilet cabbage  
 WINDOWS: Sorry, the password must contain 1 numerical character.  
 USER: 1 toilet cabbage  
 WINDOWS: Sorry, the password cannot contain blank spaces.  
 USER: 1toiletcabbage  
 WINDOWS: Sorry, the password must contain at least one upper case character.  
 USER: 1TOILETCABBAGE  
 WINDOWS: Sorry, the password cannot use more than one upper case character consecutively.  
 USER: 1toiletCABBAGE  
 WINDOWS: Sorry, that password is already in use.



### Why men shouldn't write advice columns

Dear John:  
 I hope you can help me. The other day, I set off for work, leaving my husband in the house watching TV. My car stalled, and then it broke down about a mile down the road, and I had to walk back to get my husband's help. When I got home, I couldn't believe my eyes. He was in our bedroom with the neighbor's daughter! I am 32, my husband is 34 and the neighbor's daughter is 19. We have been married for 10 years. When I confronted him, he broke down and admitted they had been having an affair for the past six months. He won't go to counseling, and I'm afraid I am a wreck and need advice urgently. Can you please help?  
 sincerely, Sheila

Dear Sheila,  
 A car stalling after being driven a short distance can be caused by a variety of faults with the engine. Start by checking that there is no debris in the fuel line. If it is clear, check the vacuum pipes and hoses on the intake manifold and also check all grounding wires. If none of these approaches solves the problem, it could be that the fuel pump itself is faulty, causing low delivery pressure to the injectors.  
 I hope this helps.  
 John

— Forwarded by Steve Sanderson, Gilbert, S.C.



supplied by John Large

### Female Medical Examination

During the medical examination of a female patient, the British doctor says,

"Your heart, lungs, pulse and blood pressure are all fine. Now let me see the part that gets you ladies into all kinds of trouble."

The lady starts taking off her undies, but is interrupted by the doctor.

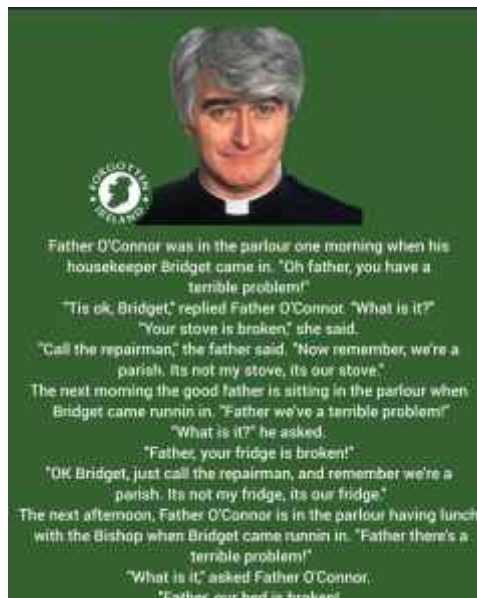
"No! No! ... Just stick out your tongue!"



The first man married a woman from Italy. He told her that she was to do the dishes and house cleaning. It took a couple of days, but on the third day, he came home to see a clean house and dishes washed and put away.

The second man married a woman from Poland. He gave his wife orders that she was to do all the cleaning, dishes and the cooking. The first day he didn't see any results, but the next day he saw it was better. By the third day, he saw his house was clean, the dishes were done and there was a huge dinner on the table.

The third man married a girl from Ireland. He ordered her to keep the house clean, dishes washed, lawn mowed, laundry washed, and hot meals on the table for every meal. He said the first day he didn't see anything, the second day he didn't see anything but by the third day, some of the swelling had gone down and he could see a little out of his left eye, and his arm was healed enough that he could fix himself a sandwich and load the dishwasher. He hides all this with some difficulty when he pees.....



Johnny's walking down the street down in the dumps when he meets Pat who asks what's up? Johnny says "I'm depressed I just come from the job centre and they gave me an application form to be a toilet attendant but I can't even read or write so can't fill it in" Pat says "I work as a lumberjack come with me I'll get you a job" Johnny gets started and the boss explains they have no bonus scheme but every night they can take as much wood as they want. Every night Johnny would fill his car up with wood and sell it on, after 6 months Johnny discovers he has €20,000 so he buys a pickup and gets 10 times more wood. After 3 months he buys a lorry and gets 50 times more wood. Eventually Johnny starts to buy shares in the company, first 10,000 then 50,000 Eventually 250,000. One day Johnny gets a call from his bank manager who informs him he has 7 million in the bank. Eventually Johnny meets Pat again and tells him the good news and the story behind it. Pat says "that's amazing Johnny all that you done, if you were able to read and write you could have been like Bill Gates or Elon Musk. Johnny says feck that Pat if I could read and write I would be that toilet attendant!"



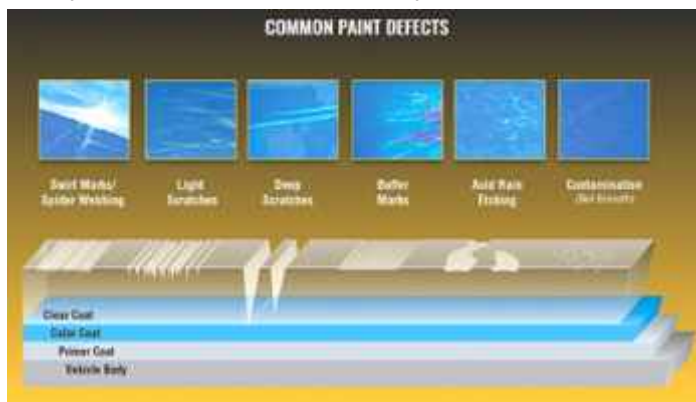
# PAINT AND PANEL

By Mark Thompson - JDCQ DD

## Polishing - Part A

Car owners are often under the misapprehension that waxing your car is what makes it shine, but that's not quite the case. It's polishing your car that actually sorts out issues in the paint, removes scratches, brightens up dull or faded paintwork, gets rid of swirl marks, oxidation and other contaminants and leaves the paint smooth, clean and shiny. Yes wax does help paintwork to shine but it's function is also to protect paintwork that has been polished.

To get your car to better than showroom condition, you will need to polish the surface using different grades of polish. Depending on the severity of the paint defects you may have to start with a coarse polish and move on to a finer polish. The chemical polishing agents and/or the polishing particles, combined with the hand technique or buffing machine action will safely remove the extremely fine imperfections in the paint. How deep you need to go will depend on the depth of the marks and swirls on the paint surface.



You have seen the diagram above in previous articles, demonstrating the kind of damage in clear over base paint work. With the exception of the deep scratch marks all other damage can be rectified with compound type polishes.

Any scratch that catches your finger nail will require a re-spray and well beyond the scope of a compound's capability. I won't explain wet sanding as it is a process that requires a high level of expertise to recognise what's required.

The phrase "oils ain't oils, Sol" holds very true for the many types and brands of polishes on the market. Have you ever gone to buy polish and been confused as to what's what? Can't blame you, been there done that myself. Hopefully by the end, I can clear some fog and you can see through the glossy labelling (sorry for the pun).

Clay bars for want of a better description, resemble plasticine. When used in conjunction with a lubricant such as a car detergent or a spray on final finish type polish, removes surface contamination. Any paintwork after washing that feels rough will benefit and a noticeable improvement can be observed.



A recent product release has incorporated the benefits of clay with a two sided towel. One side behaves like a clay bar the other like a micro fibre cloth to wipe the surface clean.

Compound polish is used to first cut the paint surfaces to eliminate anything up to light scratches, such as those found around door handles. These polishes

contain grit of which you can actually feel. Used in conjunction with a rotary buffer they will rectify most defects.

Compounds because they actually cut the surface will leave swirl marks and these need to be removed with an intermediate compound or polish depending on how aggressive the swirls are. Think of it this way if you use sand paper you need to use the next finer grit to smooth out the previous grit and so on until the desired texture is achieved.

Polish then removes compound swirls and the surface will start to produce a real shine.

Wax is a protection coating it will not turn a sow's ear into a silk purse. A high quality canuba wax will protect the paint surface for all of about 3 months. Wax on an everyday driver is subject to weather and contamination just as much as the paint itself. On hot days contaminants imbeds into the surface and acts as sand paper when washing. The best result using wax is water will bead. This is not exactly ideal either as contaminants accumulate on the water droplet then sits on a bed of wax when the droplet dries. I am strongly of the opinion that wax is a good polish for those vehicles that live in a garage. So what's the alternative?

For many years I detested the thought of "paint protection" products. Then I realised it was not the product but how they were initially marketed through dealerships as an add on to new vehicle sales. I was standing beside an aftermarket "sales person" who took a call from a customer who had paid an arm and two legs for paint protection. That customer was literally screaming down the phone that the paint had cracked as a result of an accident, true story. The thing is she like everyone else was sold on the idea that nothing would harm their new car paint. It's a wipe on polish not armour plating anything that is going to attack a paint surface that has a hardener and baked on is going to go through something wiped on.

Over the years paint protection products have evolved to what we have now. The development of ceramic coatings and in more recent times graphene polishes have proved to be an effective paint protection system. Ceramics use glass particles in a solution that when dries leaves a glass coating. Graphene utilises carbon to cross link as it dries to provide a protective layer. These polishes don't degrade as quickly as wax and are more hydrophobic (water sheds not beads). They will generally last anything from six to twelve months depending on how the vehicle is housed and used. They will still allow aggressive tree sap and bird droppings or insects to inflict damage just the same as any other type of polish. Any contamination of this nature should be washed off straight away to prevent their juices etch into your car's paint.

Finally there are products that are a spray on polish such as Meguiars Final Finish. Apart from having a great smell they can aid the appearance of a vehicle between waxes. They should only be applied to a washed and dried surface.

There are many brands on the market some better than others. The secret though is to stick to a single brand all the way through. By doing this the system compliments each phase and doesn't undo the previous step. I knew a detailer who mixed a compound with a polish in the same bottle. I asked why? His reply "saves time I take out scratches and polish at the same time" - at best it was a mild compound that still required polishing. I have also seen detailers use a variety of brands, their polish was just as aggressive as the another brands compound. So instead of doing 1,2,3 they were doing 1,2,2 for instance

This gives a over view of polishes, in Part B I will cover polishing pads types and the various array of buffing machines. In the mean time, keep it straight and shiny Mark.

# JDCQ Sunshine Register

## May Events



It was chilly to start but turned into a beautiful day for our run in the northern part of the Register on Tuesday, 9<sup>th</sup> May. We met for morning tea at Bus Stop Espresso just outside of Cooroy. What a gem! Beautiful setting including some critters running free and very good service. They also produce and sell honey which is very nice.



It was great for me to finally meet two of our longest standing Register members, Douwe and Marilyn. They travel a lot so haven't been to events for many years.

It was a relaxing way to start the run and good to catch up with everyone, sitting around in the lovely sunshine.



From there we took Black Mountain Rd west and meandered through back roads going the long way to Noosa Habitat; some beautiful scenery on the way and when we got there.



Noosa Habitat is an up market glamping venue, set on the shores of Lake Cootharaba, which has won many awards. A lovely outlook from the open air dining area, service was very fast and the food good.



# JDCQ Sunshine Register



Laurie and Sue did a great job, as always and they continued their tradition of lucky door prizes which is always fun.

Our second run for May, on Monday 29<sup>th</sup> also saw the weather gods smiling on us. Yes, it **was** a Monday just as the other May run was Tuesday. Sunshine Coast Register tries to do slightly different things like Monday and Tuesday runs because almost all the members are retired ( and those that aren't can play truant if they want to come, as John did on this run), everybody has different commitments on days throughout the week and , let's face it, the Bruce at weekends is everybody's nightmare.



We started at Pioneer Park at Landsborough for morning tea. Not only does the park have great parking and clean amenities but they have a sensory garden with lots of herbs .It was lovely to welcome new members Ron and Shirley, who had only joined the day before.

The run was advertised as Landsborough to Maleny, the long way. Instead of a quick 15 minute trip up the mountain, we meandered through Lower and Upper Mellum, through Bald knob and Peachester before finally climbing the mountain up the Woodford-Maleny Rd. Very scenic!

After our driving tour we took an hour's bush walk through the beautiful and peaceful Mary Cairncross Reserve.

Thanks to Tony and Gen who had skipped the run to take possession of some picnic tables, we had a lovely spot to picnic. Before you panic, it was possible to order and pick up take away at the Mountain View Café.

Wendy Gross



## JDCQ Mk2 Burlblings with Robin Todd

What a busy little couple of months it has been. For me, that is, bearing in mind that one outing a week is full time activity for me now and any more constitutes an overload.

On the "Country Lunch" front we tried a new one in May. We had been past the Greenmount Hotel a fair few times and thought it looked like a possibility so we called in on the way home from The Bull and Barley at Cambooya and the hosts seemed to be pleased to have us visit. There was to have been a choice between the Wheatsheaf Hotel. East Greenmount and the Greenmount Hotel, Greenmount, however that resolved itself when we found the Wheatsheaf [rather like that name and it apparently has a fair few counterparts in good old England] only does coffee and cake and that would not be adequate for our Steak Sandwich brigade [me]. So, come the second Wednesday of May and we assembled at Greenmount which is a nice pretty little village that is particularly well kept, obviously part of a different shire council to ours.

When we pulled into the car park we were greeted by a large black dog who seemed to be very keen to check out our car, or get into it, as soon as I opened the door, however after a thorough check it proceeded to turn it's attention to the other side when Valerie opened her door. It turned out to be "Penny" the pub dog who then led us into the outdoor dining area to meet up with the other luncheoners and stayed to keep us company for the rest of our visit to ensure that everything went well. When we left after thanking our hosts she was fast asleep on her bed totally exhausted. We had a good little group, Bill & Honor, Perry & Helen, and Tim made the long trek from various parts of Brisbane, Barry & Kay from somewhere nearby, Tom from Warwick and of course us from our once picturesque little village Chris & Carole, made a first visit coming from Marburg.

After lunch we had a meeting where we decided in a most democratic way to go to the Wheatsheaf for coffee. Only three cars went, the others decided to head off home. The Wheatsheaf was closed so now only two cars headed to Clifton where coffee and cake was obtained from premises that were, I think, just about to close. Anyway, a good time was had by all.

The June lunch was held at the Warwick Golf Club, a venue we haven't visited for many a year because they decided not to do lunches, apparently due to Covid or one of the other excuses. The venue has been freshened up a fair bit and is now called "Birdies". They were keen to have us back and seem to be trying a range of activities to attract customers, like dinners on some nights and breakfast on Sunday mornings which sounded pretty good to me as the view is out over the greens which would be astounding in the early morning mist [fog, I can never distinguish which is which], however we have been advised to book early. The lunch was attended by the Brisbane ever faithful contingent once again. Bill & Honor, Perry & Helen, and Tim making the long trek. John & Kym from Allora made their second visit so

they are now regulars, and we had newcomers Clive & Susan from Tenterfield, plus of course Barry & Kay, Tom and us.. I think the ladies solved most of the problems of the world while the menfolk grappled with the all consuming issue of the correct nomenclature of the Jaguar XK series models and which eventually included the MGA. The basis of the discussion was the use of the words "Coupe" and "Convertible" in describing the various versions of XK120. After what amounted to a far ranging discussion which included much debate on the anomalies of the language used by the natives of the good ole U S of A which they so quaintly refer to as American English and even included some minor inferences to what was suggested as some anomalies in what is now known as Australian English we reached the conclusion that the models were known as: OTS - Open Two Seater ie Roadster, so known because they were intended to be driven with no roof and if for some obscure reason a roof was needed it comprised a couple of bits of bent tube with a bit of canvas stretched over so that rearward vision was excluded but rain and wind were able to flow through unheeded. FHC - Fixed Head Coupe ie Coupe, so known because they had a tin roof welded onto the OTS body and wind up windows for those poor souls who were frightened of a bit of water, wind and sunburn rather than the flimsy side screens of the OTS that were carefully designed to bow outwards at any sort of speed and restrict vision, hand signals [for all the younger generation, hand signals were in the olden days used to advise the following traffic of the drivers intentions eg stop or turn]. Next and last was the Drop Head Coupe, known as the Drop Head Coupe because it either couldn't make up it's mind if it was a OTS or FHC or was just a marketing attempt to offer the best of both worlds, to appeal to those OTS drivers who had gotten tired of turning up at special events with their best suit soaking wet or had somehow attracted a young lady who just happened to mention that every time we go out in that thing my hairdo gets all messed up and by the way all those brochure photos of girls with their hair protected by a scarf is ... and so it goes on.

We also decided that the Web site Carsales.com in calling OTS versions of worthwhile motor cars as convertibles, which as we all know is a totally different cup of tea to a proper roadster but that's what happens when we allow American English to contaminate our language. While I believe that the issue had been solved to everyone's satisfaction, I did notice that Bill and John, who are also aeroplane drivers, were engaged in a deep and meaningful discussion about aeroplane things.

The July venue is the Marburg Hotel. It is one of our new lunch venues and interestingly Peter the Publican advised me that they don't start lunch until 12 noon, but who would want their toasted steak sandwich cooked on a cold stove so I said we wouldn't be trying to order our meals before then.. Those who used to come on our runs to the Twilight



Horse Races in Toowoomba would be very familiar with the Marburg Pub as it is across the road from the antique shop that seemed to intrigue the ladies of the group so that we always had trouble getting them moving again, so I suggest that if the choice of vehicle for that day is between an OTS or X300 sedan, choose the X300. Going way back in history it was often a venue for a much needed rest break on the long trek back to Toowoomba from Brisbane in the days before divided roads and by-passes of the towns along the way. Another new venue is the August one at "The Wild Grounds Cafe" situated on the road from Warwick to Killarney and although the address is sometimes given as Morgan Park it is on the, afore mentioned, road.

.Hope to see you soon  
Robin Todd

## JDCQ Classic Monocoque Register Calendar for 2023

Wednesday the 12<sup>th</sup> July 2023  
**Marburg Hotel, Marburg** \*\*\*

Wednesday the 9<sup>th</sup> August 2023  
**Wild Ground Cafe, Warwick**

Wednesday the 13<sup>th</sup> September 2023  
**Dugandan Hotel, Boonah**

Wednesday the 11<sup>th</sup> October 2023  
**Rudd's Pub, Nobby**

Wednesday the 8<sup>th</sup> November 2023  
**Christmas Party Bestbrook Resort, Maryvale**

\*\*\*\* May be a change of venue depending on survey lunch

Please 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 soon  
Robin Todd Phone 07-4664-8509



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# JDCQ Darling Downs Register

by June Whitehouse photos by Kieran Lillis



On Sunday 11<sup>th</sup> June, the Darling Downs Register members met up at Federation Park, Vale View, for the start of their Poker Run event. After much chatting and catching up the first cards were drawn and recorded, before we set off on our short run. Our next stop, to do the second draw, was at Cambooya. We pulled over on to the spacious grass verge, outside a few homes, I'm sure there were curtains twitching and occupants wondering why eight Jaguar cars had pulled up outside, with drivers and passengers appearing to be playing cards, not what you usually expect to see, from your lounge window on a Sunday morning. So, with second cards drawn and the usual moans and groans about the rubbishy cards, mainly from Kieran, we set off again. Another short run to our third card draw location, this time in Greenmount, more moans from Kieran, and off again to Nobby, for our fourth draw and morning tea. On arrival, Robyn and Ken realised they had left their picnic hamper at Federation Park, so after drawing their cards they set off back to retrieve it and arranged to meet us at the pub for lunch. The weather was lovely, well I thought it was, a few moans about being chilly, but lovely sunshine. Morning tea was relaxed and unhurried, followed by our last short run to Clifton, where we had booked for lunch at the Club Hotel, or The Pink Pub, as it is known. The Pub landlord and staff looked after us very well, we had a separate room, so we could have our AGM privately followed by waitress service to order and be served our meal. The food was excellent, the chatting, laughter and general banter between friends was wonderful. The members of the register serving committee were all returned to office for another year. The fifth cards, having been drawn when Robyn and Ken returned, with hamper intact, it was now up to our card expert, Ron, to work out our winners. First prize of \$40 went to Robyn, Second prize of \$20 went to Ken and third prize of \$15 went to Michael Keating. Interestingly, out of their ten cards drawn, Robyn and Ken had seven tens, unbelievable. Following lunch and prize giving, we had our raffle, thank you to those who contributed prizes towards it. It was a great day out, always good to get together and have a few laughs. Terry and I organised the day and thank everyone for their attendance.





# JDCQ Modern Compact Register

## *May - June Lunches*





# Lighting Upgrade for Classic Cars

Those of us with older Jaguars using classic Lucas type bulbs for brake, indicator, tail and side lamps know that they are not all that visible in today's hectic traffic. Even worse when the driver rapidly approaching your rear end has their vision obscured by the cloud from the vape flavour of the month.

Seven years ago I replaced the bulbs in all external lights except the headlights with LED type bulbs. To do so I used parts supplied by Better Car Lighting in the UK who I can highly recommend. Since then I have had others remark on how bright the indicators and brake lights are on our 60s Jaguar. Note that the original flasher can relay will not work with LEDs due to their low current draw and an electronic unit is necessary which has no audible click. A 'clicker' can be added if desired.

After seven years however the tail lamps stopped working and by substitution (with original bulbs) I established that the tail lamp function of the dual wattage LED bulbs had failed. It seems that earlier LED bulbs have a life of about five years but there have been improvements since. Not wanting to return to the candle-lit Lucas type bulbs I went looking for replacement LED bulbs locally and found that NARVA manufacture suitable items available at the major suppliers. The following chart shows the Narva equivalents –

Lucas Bulb	LED Equivalent
380 21/5 watt Bayonet (stop/tail)	Narva 12/24V Gen III LED BAY15D P21/5W Globes (2) - 18264BL
382 21 watt Bayonet (turn signals)	Narva Performance LED Bayonet 12V, P21W , BA15S (2)
989 (park /side lights)	I can't find an Australian supplier

Best local prices I can find in June 2023 for Narva is around \$35 for two stop/tail lamps and \$41 for two turn signal lamps. Autobarn have a 'Voltage' brand LED alternative to the 382 for around \$30 pair. An easy and worthwhile improvement to the visibility of your classic.  
Barry Cooper



Courtesy of Trevor & Don Burstow



Introducing our latest edition to the fleet.  
A Jaguar from Wilcox Limousines in Wigan UK.  
Interestingly, this Jaguar is from the same company that is used for special vehicle builds for the Royal family, including the royal Hearses.  
This is the first Wilcox Jaguar Hearses to arrive in Australia.



# Jaguar June Jaunt 2023

**(Officially 16<sup>th</sup>-19<sup>th</sup> June)**

This year saw the revival of an old tradition for the JDCQ, the June Jaunt, thanks largely to the work of the McKinneys and the Pickerings, but with a twist.

This was definitely not a mini Nationals but it saw 3 Jaguar clubs, Jaguar Drivers Club of Australia, based in Sydney, the Jaguar Drivers Club of the Hunter Region and the Jaguar Drivers Club of Queensland, with representatives of Gold Coast, Brisbane and Sunshine Coast Registers, meet at a sort of mid point in Coffs Harbour. In the end, 30 Jaguars and 1 Daimler gathered at the beautiful venue of the Pacific Bay Resort for the 'official' event from Friday 16<sup>th</sup> June to Sunday 18<sup>th</sup> June. More had planned to come but life and health got in the way for some including Steve from Gladstone who would have had bragging rights of the 'the furthest travelled'. That went to Laurie and Fran who came from Nowra. Nigel and Beverley from Noosa came second. Some had arrived the weekend before and others were staying on until later in the week to have more time to relax and explore.

It was a free and easy, pay-as-you-go affair. There were lots of suggestions from the organisers for places to go and see but no compulsion to do any of them. It was expected that people would gather for Happy Hour at 5pm followed by dinner, not that anyone needed any pushing for this. It was also great to see that the clubs mingled which meant old Jaguar friends were caught up with and new ones were made.





The only other encouraged activity was a 4pm meeting on Saturday in Parking Lot 2 for a car shoot.



Some people missed that because they had been caught up in sight seeing and were late. No sweat!

Everybody agreed that the sightseeing was spectacular. The resort itself is set on Chatsworth Bay which also is home to the National Marine Science Research facility and has its own lovely, if rather steep, nature walk. It was not far to Sealey's Lookout, one of many in the area which allowed sweeping panoramic views of the beaches, the Solitary Islands and the verdant hinterland. Just down the road was the harbour itself with the pier, the breakwater and walks up Muttonbird Island. A little further and there were historic and beautiful Sawtell, Boambee and Urunga with its excellent boardwalk. There were peaceful and picturesque drives to Bonville and Mylestom. Some even just kept their cats moving and took in Nambucca Heads to the south while others went north to Nana Glen and west to Bellingen and Waterfall Way.

After overdosing on natural beauty there were more touristy options like the Big Banana, The National Cartoon Museum and the Clog Barn which some enjoyed. There was, of course, no shortage of coffee and luncheon spots and there was shopping just to round off the experience. Coffs' Sunday Markets are famous.

A spot survey done on Sunday night showed that the event was a great success. The venue was declared excellent, the people and cars were a highlight, the scenery and experiences spectacular, the walks were wonderful and the weather unbeatable.



Even if it was a free and easy event a great deal of work had been put in place by the McKinnies and the Pickerings, both veterans of National Rally organisation. There were so many little things like the specially made JJJ badges, the posting out of information to plan sightseeing, even finding such a great venue, that made this weekend very special and we all sincerely thank them.

It seems everyone is hoping that one of the NSW clubs will take up the baton and we can have a Jaguar June Jaunt in 2024.

Wendy Gross





# Jaguar Drivers' Club Queensland Regalia

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Club regalia is green and white with embroidered club logo.  
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**Contact: Blake Ingleton Mob: 0410 485 290**

**Email: [blake.ingleton@gmail.com](mailto:blake.ingleton@gmail.com) Location: Toowoomba, QLD**



## 1982 Jaguar XJ6 4.2 Litre

White Original Wheels Original condition body has some rust interior in good condition still all original. Has had some work done on engine almost running and have parts needed to get it running. Restoration was start on body didn't progress far. To sell as is with all bits already taken off it price negotiable need to sell asap.

**For sale as is: \$1500.00 Ono.**

**Contact: Julie Head Mobile: 0401 932 371 Location: Qld**



## 1983 XJS with 6 cyl motor

Done little to no mileage in the last 5 years, owned by an enthusiast so has been well cared for, always garaged, resprayed, serviced & still registered (check out those plates).

**Price: Offers over \$30k invited** If interested & would like more details:

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## 2007 Jaguar X Type V6 SE AUTO AWD

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Was checked recently by a Yeppoon based Mobile Mechanic, and just needs the Knock Sensor replaced and a bit of loving care. Otherwise she's a really nice drive, quick acceleration, smooth changes etc. but has not been driven for about 6 months. 154573Km on the clock.

*Thank you again for your help, and I look forward to making sure the old girl goes to the right home!*

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# Model Registers Queensland

## Chassis Cars

Lloyd Andersen 3294 8960



SS, MkIV, MkV



XK120, XK140, XK150



C-type, D-type



MkVII, MkVIII, MkIX

## Classic Monocoque

Bill McMonagle 0418 647 981 mcmonagle\_wj@bigpond.com 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 Tony Brett: 0404 804 952



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-pace



I-pace



E-pace



# Membership Application Form

INVOICE

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

ABN: 31 195 910 938

PO. Box 3513, South Brisbane, Queensland, 4101



Membership may be either a single person or a couple.

## PRIMARYMEMBER

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

First Name .....

Preferred Name .....

(Badge Name) .....

Postal Address.....

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

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

## PARTNER MEMBER

Title....Surname.....

First Name.....

Preferred Name .....

(Badge Name) .....

## Details of Jaguars/Daimlers Owned

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

For more Jaguar/Daimler details use reverse side

## Membership (1<sup>st</sup> July 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.



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