

Queensland

JAGUAR

Driver

September - October 2023



Official Journal of the Jaguar Drivers' Club of Queensland
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Queensland Jaguar Driver September - October 2023

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



Hi Everyone,

It's hard to believe that we are up to the September/October issue of the magazine, already. In this issue you will find the notice for the AGM and various forms for nominating members for committee roles and worthy members for awards. Please take the time to look through the AGM agenda and through

the forms, I believe, you can nominate personally or through your register Chairperson. We have some great articles again, this issue, and I sincerely thank all those who contribute to the magazine.

Lessons learnt since last issue, if you buy a shed from Bunnings, ask to have a little man to come along with it to put it together. Terry and I bought a 10x10 shed, which we thought we could assemble ourselves (although it did say 3-4 people to assemble) there were no instructions included and it took us an hour and a half to get the instructions downloaded and printed off. We decided at this point to get someone to do it for us and Bunnings were duly contacted and assemblers were arranged for and paid for. At the appointed time one man and a young boy turned up, and an hour and twenty minutes after they arrived, they left, having assembled the shed, bolted it to the floor, packed away their tools and cleared up their mess, not a single raised voice or swear word. This has to be the way to go.

Our thoughts and prayers go out to those members still suffering ill health, we wish you all well. That's about it from me for this issue, stay healthy, travel safe and have fun, until next time,
from your Editor, June.

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Patron Ron Gaudion

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



Cover Picture

Peter Shields beautiful red Mk 1.

Next Jaguar Driver Magazine.

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

SEPTEMBER - NOVEMBER 2023 EVENTS

Brisbane Register

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
Wednesday 4th October	Ladies Morning Tea CBD venue TBA contact Lorraine Finn 0419703221 finnpeter@bigpond.com
Thursday 5th October	Chassis Based Car lunch Karalee Tavern 12 noon contact Lloyd Andersen 32948960 lloyd1jaglover@iprimus.com.au (venue could change)
Friday 20th October	Kalbar Day Out (see flyer in this issue) contact Jim Bowden 0412991747 bowden8@hotmail.net.au
Thursday 2nd November	Chassis Based Car lunch at Karalee Tavern 12 noon contact Lloyd Andersen 32948960 lloyd1jaglover@iprimus.com.au
Tuesday 21st November	Brisbane Register Bi monthly meeting. Yeronga Club (dining & meeting) 7.30pm Contact Joy Cooper
Saturday 25th November	Brisbane Register Christmas lunch

Capricornia Register

Sunday 17th September	All British Day Brisbane 7.45am - 1.30pm St.Josephs Playing Fields Vivian Street Tennyson
Sunday 24th September	Archer Park Railway Museum Rockhampton lunch at Allenstown Hotel
Sunday 15th October	AGM Morning Tea and lunch at Early Birds Cafe Spencer Street Rockhampton
Fri/Sat/Sun 24-26th Nov	Christmas Party Weekend Koorawatha Homestead Motel Boboran

Darling Downs Register

Saturday 2nd September	Wippels Jaguar Showroom Display followed by lunch at Murphys Creek Pub
Tuesday 5th Sept	Darling Downs Coffee morning Picnic Point Café
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
Tuesday 3rd October	Darling Downs Coffee Morning Aromas High Street Shopping Centre
Wednesday 11th October	Monocoque Lunch at Rudds Pub Nobby contact Robin 46648509
Sat & Sun 14th/15th October	Weekend Away in Mile contact Ron & Kara Formella
Saturday 28th October	Modern Compact Lunch at Bottletree Pub Glamorgan Vale contact Terry 0409072500
Tuesday 7th November	Darling Downs Coffee morning City Golf Club South Street
Wednesday 8th November	Monocoque Register Christmas Lunch Bestbrook Resort Maryvale contact Robin 46648509
Saturday 25th November	Modern Compact Christmas Lunch at Bottletree Pub Glamorgan Vale contact Terry 0409072500

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Gold Coast Register

Wednesday 6th September	Lunch at Harbourvue Tavern Coomera contact B. Hogan 56613919
Sunday 24th September	Lunch at the Old Church Restaurant Mt. Tambourine contact M.Porter 0419706680 see flyer in mag
Monday 25th September	Monthly Meeting
Wednesday 4th October	Midweek run to Gold Coast Hinterland contact A. Danks 0437532475
Sunday 15th October	Picnic Run contact D.Willmott 0456647333
Monday 30th October	Monthly Meeting
Wednesday 1st November	Midweek run contact D.Willmott 0456647333
Sunday 12th November	Lunch Run contact T.Ross 0475001197
Monday 27th November	Monthly Meeting and AGM

Mackay - Whitsunday Register

Saturday 9th September	Hi tea/brunch Mt.Ossa from 10.30
Sunday 17th September	Jags on Prowl lunch at Finch Hatton, The long Way a country drive first.
Fri- Sun 13th - 15th October	Easter in October Hydeaway Bay
Fri- Sun 17th -19th Nov	Weekend Away Bowen or Airlie
Sat 2nd or 9th December	Christmas Party

Sunshine Coast Register

Sunday 17th September All British Day
No events recorded for Sunshine Coast Register

Wide Bay Burnett Register

Sunday 15th October	Outing to Hervey Bay
Sunday 19th November	AGM and morning tea at Theodolite Creek Woodgate and lunch at Woodgate Bowls Club
Sunday 3rd December	Christmas lunch at the Isis Club at Childers

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

Secretary: Ralph Johnston 0409566355 rgjohn132@gmail.com

Jaguar Today



President Di Cooper

Greetings Fellow Jaguar Lovers,

With much sadness I advise all Members of the passing of our Life Member Joan Henderson. I first met Joan and Len over 20 years ago. Joan I think never met a person who she didn't consider a friend. Over the years I may not see Joan for several years, but was always welcomed with a smile and a big hug. Len and Joan have worked tirelessly for our Club over the years and she will be missed.

My next sad thing to report on is that Issue No. 215 is the last Jaguar Magazine possibly to be issued. Thank you Les and Bronwyn for a wonderful Magazine which has given many of us many great articles and many hours of enjoyable reading.

Most Registers have held Xmas in July functions, and going by the lunch we had for the Gold Coast Register I hope Members enjoyed them as much as our Register did.

Sunday 17th September is All British Day at St Joseph's Sports Ground Tennyson.

If Members haven't had the opportunity to attend before, make a day of it. The car displays are certainly worth the effort, and meeting of like minded lovers of British Cars makes for a great day.

In this issue you have all the papers for our next Annual General Meeting. If you would like to vote for a Member who you feel is doing great things for the Club please take the time to send in a Nomination.

Hope to see you at All British Day.
Safe travels,
Di Cooper, President.

Jaguar Drivers' Club of Queensland Inc.

Agenda
For the Annual General Meeting to be held on Zoom on Monday
20th November, 2023 at 7.30pm

Chairman : Di Cooper

1. Chairman's welcome
2. Minutes of the Previous Meeting
3. President's Report
4. Treasurer's Report
5. Meeting handed to Returning Officer for the Election of Office Bearers.
6. Meeting handed to newly elected Chairman
7. Appointment of Auditors.
8. Closing remarks

Wendy Gross
Secretary JDCQ

Jaguar Drivers' Club of Queensland Inc.

Notice

The 2023 Annual General Meeting will be held by Zoom on Monday 20th November 2023 at 7.30pm. A Zoom invitation 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*.

Should any member wish to propose a motion for consideration at the AGM it must be submitted seconded, to the Secretary by 23rd October 2023 for distribution to all members by 6th November. No motions will be accepted from the floor of the AGM.

Members and candidates should be aware that the JDCQ is incorporated and has public liability insurance of \$1million.

Wendy Gross
JDCQ Secretary.

Jaguar Drivers' Club of Queensland Inc.

NOMINATION OF OFFICE BEARERS FOR YEAR Nov 2023 to Nov 2024

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 (nominated by members in their Register.)

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

_____ as a member of the JDCQ 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 6th November 2023.

Email: secretary@jagqld.org.au

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

(Revised August 2023)



JAGUAR DRIVERS CLUB OF QUEENSLAND NOMINATION FORM LIFEMEMBERSHIP



Ibeing a
financial member of The Jaguar Drivers' Club of Queensland, wish to nominate
.....to receive Life Membership.

Life Membership is the highest award that JDCQ can make. To qualify the nominated person or membership must have been an outstanding facilitator/contributor who has left an indelible mark on the club, having tangibly enhanced the members benefits and wellbeing, the presence and preservation of the marque, and have been a positive influence in the domain of motoring enthusiasts.

The nominated person/membership must have been an active participative financial member for at least the past ten years. Suggested examples of exceptional contributions could include, but are not limited to:

1. *Frequent organisation of numerous significant events, including at least one multiple day event*
2. *Provided exemplary service leaving an enduring legacy, either on Committee and/or other official role(s) for multiple years.*
3. *Enhanced the reputation, public awareness and furthered the interests and rights of Motoring Enthusiasts with regulatory bodies over a long period with significant lasting results*
4. *Has actively promoted the Club in a positive manner at various relevant significant forums (eg, with dealer/manufacturer, other club bodies, facility managers, regulatory bodies etc)*
5. *Creation or significant enhancement of facilities within the club, such as new software or communication systems*
6. *Shared technical information with members, or researched technical information/history consistently for an extended period, say around 7 years.*
7. *Cementing of relationships with other like-minded clubs (such as amalgamation/agreements of co-operation or organising joint events)*
8. *Regular contributor to Jaguar Driver and/or National or International Magazines*
9. *Establishment of a new Regional Register*
10. *Other significant criteria, as defined by the Nominator, that clearly indicates enhancement to the function, facilities or wellbeing of the Club.*

The nominator should attach detailed evidence substantiating which of the above achievement criteria and/or substitute achievements the nominee has met. Significant contributions in at least 3 criteria areas is expected.

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

Nominations and attachment should be with the Secretary before 30th September. Either send by email to secretary@jagqld.org.au (preferred)

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

Revised May 2023



JAGUAR DRIVERS' CLUB OF QUEENSLAND NOMINATION FORM



Club Trophies

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

The Female Member of the Year Award /New Member Encouragement Award, (Cross out
whichever do not apply)

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

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

Attach further details to this form.

Signed Date

Send nominations to arrive with the JDCQ Secretary no later than 30th September. Send either by
email to **secretary@jagqld.org.au (preferred)** or post to Jaguar Drivers Club of Queensland Inc. P.O.
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

- 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.
- To liaise with knowledgeable and interested parties.
- To make judgement on the award nominations by 20th October 2023.

Revised June 2023

Jaguar Drivers Club of Queensland Inc.

Proxy Form for the AGM on 20th November 2023

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 20th November 2023 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

JDCQ Brisbane Register
Christmas Celebration
Saturday, 25 November 2023
11:00 AM - 3:00 PM

...

Mt Gravatt Bowls Club
1873 Logan Rd, Upper Mount Gravatt

...

\$50.00 per person
(2 drinks included!)

- Prize for best dressed
- Prize for best table name
- Prize for best joke
- Pub Quiz



DESSERT
 Christmas pudding & Pavlova

Tea & Coffee also available

Please include dietary requirements in RSVP

RSVP by: 30 October 2023
 Graham Heather
 hzahnnow@optusnet.com.au

Pay Brisbane Register
 BSB: 484-799
 Acc: 506117953

Please include name/s in deposit

Come & Join Us!
 It is our pleasure to invite you to our Christmas Lunch!

MAIN
 Roast Turkey & Baked Ham

Roasted & Steamed vegetables

Gravy
 Cranberry Sauce
 Dinner roll



Show & Shine
 BEAUDESERT ROTARY
Sunday 3 Sept 2023

Your chance to shine!

Cars Bikes Trucks

Beaudesert State High School
 8 am - 12 noon
 \$10 per vehicle, public entry free
 Great food & coffee
 Buff up and win!
 Trophies for each category and people's choice
 Raffles

The perfect Father's Day brekky!

More info call 0413 122 839
 ROTARY CLUB OF BEAUDESERT JIMBOOMBA HERITAGE VEHICLE CLUB QLD



ANNUAL SPRING AFFAIR
 To be held on Sunday 24th September
 at The Old Church, cnr. Curtis and Long Roads, Mt. Tamborine.
 Meet up with your club friends for a delightful meal in a country setting.
 Time 11.30am for 12 noon
 Please advise attendance and pay into the club account by 4th September – Cost \$60 per Head
 Please advise any dietary requirements.
 For more information contact Marilyn Porter on 0419 706680, Chris Miers on 0404 274386 or Fay Wallis on 0407 143171



KALBAR DAY OUT – FRIDAY 20 OCTOBER 2023

A chance for a lovely easy drive to the Scenic Rim, catch up with fellow Jaggies, and a wee little indulgence! Other register members most welcome.

Program overview as follows:

First stop: 11.00 a.m. Drive to the quaint old German-settler village of Kalbar, go to Wiss Bros. Emporium, 101 George Street for a coffee and a look at the Emporium antiques and wonderful nick-nacks. https://en.wikipedia.org/wiki/Wiss_Brothers_Store

Next stop: 12 noon - Lunch Scenic Rim Farm Shop- offering best of local produce, flowers and lunch. Lunch will consist of seasonal specials and a selection of drinks. Drinks options include: barista made coffee, tea, cold pressed juice or Bundaberg soft drink. Cost is \$30 per person. Buy a boot-full of fresh and healthy country foods for the journey home! <https://www.scenicrimfarmshop.com.au/>

Next stop: Finish lunch at 1.30. Those interested can go to nearby Templin Historic Village for a step back in time, and to let dinner settle. Entry fee is payable. Allow an hour to explore. Some of us older folk will remember many of the old-school books and desks and exhibits – are we really already part of history! <https://templinhistoricmuseum.com.au/>

To register for the day and lunch: Please pay when you register- **LIMITED TO 26 PEOPLE ONLY** – First Come Best Dressed!

Don't miss out –
 Your registration will be accepted by

1. payment of \$30 per person to the Brisbane Register JDCQ Suncorp bank account:
 BSB: 484799
 Account Number: 506117953
 Please type your surname as the Reference to ensure we know who is registering.
2. Email Jim Bowden bowden8@hotmail.net.au that you've paid.

Contact Jim Bowden 0412 991 747 if more information is wanted. Email bowden8@hotmail.net.au

Further information will be sent to participants closer to the day.

Hi Tea Mt Ossa Saturday 9th September 2023



Expressions of interest to travel to Mt Ossa for Hi Tea or Brunch.

Booked for 10.30. \$30 per head for Hi tea.

Numbers needed for Hi Tea by 1st September please.

A brunch menu is also available.

Please let Lyn know if you are interested, 0417074674 or email back.

That is the weekend after Fathers Day.

See those that have booked at Cape Hillsborough for Christmas in July.

Stay safe and well.

SPONSORED BY SHANNONS INSURANCE

All British Day

**CARS • MOTORCYCLES
COMMERCIAL VEHICLES**

SUPPORTED BY MQ CAR CLUB QLD INC & ST JOSEPH'S COLLEGE

**SUNDAY
17TH SEPT**

<p>GATES OPEN</p> <p>PUBLIC FROM 8:30AM - 2:00PM EXHIBITORS FROM 7:30AM - 2:00PM</p> <p>St Josephs Tennyson Playing Fields & Oval, 67 Vivian Street, Tennyson, Brisbane</p> <p>Food and drinks available on site</p> <p><small>No dogs allowed unless registered guide dogs. No alcohol - Cash only - No smoking</small></p>	<p>ESSENTIALS TO CARRY</p> <p>WALK IN SPECTATORS \$2</p> <p>CAR PARKING \$5</p> <p>DISPLAY VEHICLES \$20</p> <p><small>Subject to availability of space on site</small></p>
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Trade sites available • David Robinson 0417 731 455 • allbritishdaytne@gmail.com

ALLBRITISHDAYBRISBANE.ORG.AU

THE JAGUAR XK140

IN THE SOUTHERN HEMISPHERE

By John Elmgreen and Terry McGrath

NEW

This new book is a follow up to the authors' *The Jaguar XK in Australia* and *The Jaguar XK120 in the Southern Hemisphere*

John Elmgreen and Terry McGrath have covered every XK140 sold new in the southern hemisphere and for good measure added in Asia, the Middle East and the rest of Africa. They have also relentlessly pursued identifying and recording the histories of all the other XK140s ever in those areas – with numerous imports from the USA and the UK.

The result is a large format book (the same as those earlier) of some 528 pages, 380,000 words/figures, and records of nearly 500 XK140s in eleven chapters. The print run is just 500 copies. A special slip case with enamel badge is also available.

The XK120 book is also still available.

For more and to place an order, go to:
www.jtpublications.com.au

Let's have a Laugh

DID YOU KNOW?

WHEN A SECRETARY AT APPLE WAS LATE BECAUSE OF CAR TROUBLE, STEVE JOBS GAVE HER A JAGUAR AND SAID, "DON'T BE LATE ANYMORE"

WOW.

When our lawn mower broke and wouldn't run, my wife kept hinting to me that I should get it fixed. But, somehow I always had something else to take care of first, the shed, the boat, making beer.. Always something more important to me. Finally she thought of a clever way to make her point. When I arrived home one day, I found her seated in the tall grass, busily snipping away with a tiny pair of sewing scissors. I watched silently for a short time and then went into the house. I was gone only a minute, and when I came out again I handed her a toothbrush. I said, "When you finish cutting the grass, you might as well sweep the driveway." The doctors say I will walk again, but I will always have a limp.

JDCQ Brisbane Register

Christmas in July

by Ian Lind

On Saturday 15th July at 10:00am promptly, eleven folk from the Brisbane Register of the JDCQ met at Beaudesert Jubilee Park. It was a fine but cool morning and all were looking bright-eyed and bushy-tailed and ready for their trip to Tenterfield via Woodenbong along the Mount Lindsay Highway. We were to meet the Darling Downs Club for their 'Christmas in July' on arrival in Tenterfield. Those present were Peter and Lorraine Finn, Tim Wall, Neil and Jenny Summerson, Jim Bowden and Lucy Saunders, Ian and Jeanette Lind, and Brian and Margaret Hine. We were awaiting our new member Mike Sullivan who would be accompanied by his nurse. However Mike rang to advise us that he was running 20 to 30 minutes late and would join us in Woodenbong for lunch.

We were all disappointed that Lloyd and Lorraine Andersen weren't able to join us for the run, but Lloyd had become quite ill and had cancelled his trip with us. We wish Lloyd and Lorraine well and hope for news of a recovery. There were only three Jaguars in our group, Tim Wall's beautiful Mark II, Peter and Lorraine's lovely late model S Type and Jim Bowden and Lucy Saunders lovely late model S Type. We would have had four Jaguars if Lloyd and Lorraine had



Attending Brisbane members at Woodenbong



accompanied us, as Lloyd always brings one from his stable of Jaguars. Ron and Lesley Rumble and Clive Arnold were to drive up to Warwick to join the Darling Downs Register members along the New England Highway. Merv and Lyn Jackson from the Sunshine Coast Register were holidaying in Tenterfield and also wanted to join the festivities.

The customary water bottles and lollies were handed out to those present and then it was time to leave at 10:30am. Traffic was light. We drove up the range into the foothills of Mount Lindsay with Mount Barney on our right, the bitumen was patchy on the Queensland side but widened into much better bitumen on the New South Wales side of the border. In the 1970's and 1980's during Joh's era the scenario was the opposite. The trip was very scenic as the cars continued to climb the range to the sound of Bellbirds and the growl of Tim Wall's lovely Mark II. The countryside varied from Eucalyptus woodland to rain forest, with patches of dairy and

beef farming carved out of the forest.

Our convoy arrived on time at Woodenbong at 11:45am accompanied by a group of motorbikers. Here we stopped for lunch at the Woodenbong Hotel. The proprietors were very welcoming and had arranged three or four tables in a line for us to sit together with some table decorations. As the temperature was cool on the range, most of us chose the hot pumpkin soup for lunch with a healthy accompanying bread roll to fill us up. One or two had a full lunch. Mike Sullivan arrived about 20 minutes after the main group and was welcomed as a new member. Drinks were available at the bar but most of us were cautious as we still had a long drive ahead of us. Topics of conversation varied from our lives and holidays to Jaguars and grandchildren.

At 1:00pm we departed from Woodenbong for the two and a half hour drive to Tenterfield arriving just before 4:00pm to meet with our Darling Downs Register members. The Mount Lindsay Highway was now bitumen for the entire length of our trip to Tenterfield. Some of the bitumen was very fresh but no one complained about any bitumen on their paintwork. We saw no semi trailers and only one farm truck. As we continued to climb up the eastern side of the Great Dividing range the road undulated and wound around in tight corners. Perfect Jaguar driving conditions, and I wished I still had my old E Type. However, beware of wallabies. We saw about



Attending Brisbane members in Beaudesert

JDCQ Brisbane Register

a dozen sitting by the road in the mid afternoon. The views were all easterly towards the coast and at times very spectacular.

On arrival in Tenterfield we found our Darling Downs friends were mostly staying at Stannum House, a brightly painted historic building built by a tin mining magnate in the glory tin-mining days of the last century. It was a beautiful looking mansion converted into a hotel. Peeking at the interior through the windows we were envious of our Darling Downs friends who had booked early. The rooms were high-roofed and painted in 'period' colours. However The Tenterfield Motor Inn which was just beside Stannum House was a very nice recently renovated motel very close to all the facilities on the Main Street and well heated with a continental breakfast thrown in. I shall leave the description of the 'Christmas in July' to the Darling Downs Register as the whole event was organised by them. We asked if we could piggy-back on to their event as the Brisbane Register had not organised a Christmas in July for 2023.

On Sunday the 16th of July the Darling Downs folk had arranged for breakfast at the Courtyard Cafe. Most of our Brisbane folk attended. After this a nice drive south to Bolivia Homestead for a tour of the sheep station and homestead, and a morning tea was enjoyed by our group. Next we headed north to a winery just outside Wallangara on the Qld NSW border. After lingering for a while fond farewells were exchanged before heading home on our own time, own route preferences. I would again, on behalf of the Brisbane Register, like to thank the Darling Downs Register for letting us 'gate-crash' their Christmas in July, and for being so hospitable. Particular thanks must go to Terry and June Whitehouse and to Clive Cooper, who organised the Tenterfield end.

Ian Lind.



Brisbane lady members at Bolivia Station



Quilt bedroom at Bolivia Station



Farewells to Bolivia Station

"Due to health reasons Lloyd Andersen has resigned from the role as Chairman of the Brisbane Register. Lorraine has also resigned to support Lloyd in his treatment and recovery.

As a result, Neil Summerson has volunteered to act as Acting Chairman until the next AGM.

Neil can be contacted on 0419 273 296 or

nesjas@bigpond.net.au

Further Ian Lind and Jim Reid have volunteered to assist the committee. "

JDCQ Darling Downs Register

Darling Downs Christmas in July, joined with Brisbane

On Saturday 15th July, Darling Downs register met up at Hungry Jacks in Warwick, to start our weekend away, for Christmas in July in Tenterfield. We then met Clive, our weekend organiser, at Stanthorpe, and he led us, along the Mt. Lindsay Highway, to our first stop, which was Thunderbolts Cave. It was a bit of a hilly trek to get to see where the bushranger managed to stay hidden for some time. coming back down the hill was a bit slippery- slidey and caused a bit of laughter, with some of us. Our next stop was for lunch at the Courtyard cafe, in Tenterfield, by this time we had been joined by a few Brisbane members. After lunch the ladies had a little walk to Sherelle's dress shop, where we were able to have a good browse with a 20% off on any purchase, naturally we took advantage of this great offer.

It was then time to make our way to our accommodation, to book in, some of us were lucky enough to get rooms at Stannum House, such a beautiful place to stay. The motel next door was where some of the Darling Downs and Brisbane members stayed, and next door to that was the caravan park where Lynn and Merv were staying in their campervan. After a short rest for a cuppa, we then went up to Mount Mackenzie lookout, which gave us some spectacular views.

Later, in the evening, we were joined by the rest of the Brisbane members, and, Lynn and Merv, to enjoy a lovely dinner at the Henry Parkes Hotel. They made it quite christmassy for us, along with a wood fire, the tables were decorated nicely, all Marie and myself had to do was add the dishes of chochies and lollies, on the tables. It was a delicious meal with a lovely dessert to follow. Terry, as Chairman of Darling Downs, had a few words to say to everyone, after dinner, as did Neil, on behalf of Lloyd, who is, unfortunately, very sick at the moment.

Darling Downs register have a raffle at all their events, and for Christmas in July, an effort was made to have a few extra prizes, thank you to all those who donated prizes. Later a leisurely stroll back to our hotels, was quite pleasant in the cool evening air. A cuppa was enjoyed before making our way to very welcome and comfortable beds. Sunday morning, both register members made their way to the Courtyard Cafe for a wonderful leisurely

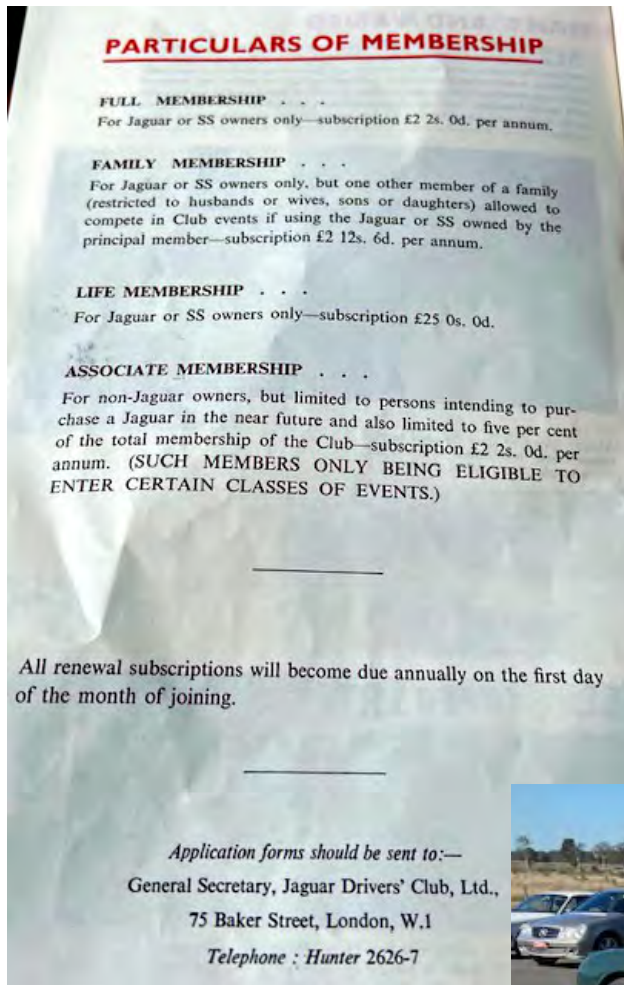


JDCQ Darling Downs Register

breakfast, with, of course, all the chatter, which is obligatory at these times. After breakfast we all followed Clive to Bolivia Station, where his friends Fran and Stuart, had agreed to show us around. It was a very interesting tour and it was plain to see the hard work that had gone into restoring the homestead. Fran, who doesn't normally have the public there for tours, does put on sewing weekends, where she teaches sewing and provides meals and accommodation for up to eighteen ladies. all the beds had beautifully sewn quilts and covers on them. After the tour Fran took us to the dining room, with lovely open wood fire, and we had a very delicious morning tea, while she continued to tell us more about the history of the lovely house. Lunch was at the Balancing Heart Winery in Wolongarra, we had a tasty meal and those of us staying in Tenterfield for the Sunday night, took home pizzas to share for tea time. Alan, Marie, Chris, Carol, Terry and myself were invited to Lynn and Merv's for Sunday afternoon tea, in their very comfy and luxurious campervan, it rounded the busy day off perfectly, thank you Lynn and Merv. All in all it was a terrific weekend away, we were delighted to be joined by Brisbane Register and we thank everyone who attended.



Found in a Glove Box



When Peter Shields purchased his lovely Jaguar Mk 11 he had a little surprise when he looked in the glove box... In there he found a membership newsletter from Jaguar Drivers Club, but not for Australia, for London. The newsletter doesn't have a date but the annual subscription for membership is given as 2 pounds and 2 shillings, about \$4 our money, so indicates quite an age on the newsletter. Peter was happy to pass the newsletter on to me but I thought it best that it stayed with the car, as I think it possible that's where it's been since the first person purchased the vehicle. However, I took some photos, as I thought it may be of interest to some of our members. A wonderful piece of history, found in a glove box. Thank you, Peter, for sharing this find.



Cars, cake and conversation

Mother Nature turned on a dazzling day for Capricornia's morning tea meeting followed by lunch at picturesque Tannum Sands. The clear blue sky was just a few shades lighter than the glassy deep blue ocean and the temperature under the large rotunda shelter was perfect for catch-ups over cuppas before our meeting – better breathing in salt air than indoor air-conditioning any day.



With our meeting about to start we wondered how recent members Dennis and Cassandra were going finding us. A message with location-reminder was sent. The reassuring reply was an apology for a late eta. However, the next message, from the embarrassed couple – red-cheeked, we're told – was that Dennis had driven them to Keppel Sands instead of Tannum Sands... oops!

Chairman John let the Register know that we will soon have a defibrillator and high trauma kit on hand at our activities. Thank you JDCQ for funding this reassuring safety measure. We're very grateful to have it on hand for peace of mind – and, we're keeping our fingers crossed to never have the need to use this life-saving equipment.



There is plenty of enthusiasm within the Register for contributing to Editor June's new pages so we look forward to sharing on the Jag Wags page as well as some funny anecdotes. And, we're looking forward to learning more from, and about, other registers by reading their contributions.



After a productive and lively morning on the Millennium Walk Parklands, we walked to the Tannum Sands Surf Lifesavers Club where the delicious meals and attentive service made for a very enjoyable lunch in excellent company.

JDCQ Central Queensland - Capricornia Register

Classic Jaguars by the Coast

Story and photos by Lorraine Givney

As the sun rose on 28 May, eight JDCQ Jaguars and two Daimlers purred their way to the much-anticipated Classics by the Coast, Bell Park at Emu Park, Yeppoon. This bi-annual event, run by All Classic Motor Club, is a wonderful opportunity for Capricornia Register to share our passion for all things motoring - particularly Jaguars, Daimlers and other British cars.

The crisp morning gave way to a stunning day with plenty of sunshine to bounce off chrome and meticulously polished paintwork while we set up an elegantly diverse display surrounded by three hundred and forty-four other cars and motor bikes. This event is a fund-raiser for local charities so it is heart-warming to see such good numbers participating and attending.

A substantial crowd of motoring enthusiasts streamed past, admiring the exhibits. Neale and Bobbie Miller's silver 2003 Jaguar XK8, 2 Door Coupe was popular for its sleek road-hugging lines. These members of eighteen months, started enjoying their Jaguar driving days as octogenarians, proving that it's never too late to fulfil a motoring dream.



Neale and Bobby's 2003 Jaguar XK8, 2 Door Coupe

Beside Neale, Garry Behrendt enjoyed chatting about his 2004 XJ6. Gladstone member, Garry is also restoring a 1964 Mark II - maybe we'll see it at a future Classics.

Russ Ostwald showed his splendid Cabernet Mica 1998 X308 XJ Sport, purchased a couple of years ago from a friend. Without the very-rear mufflers, this Jaguar boasts a rich rumble. XJR mesh grills and chrome wheel arch trims give it a unique pizzazz.



Paul Brooks, Steve Williams, Marie Smallcombe and John Newton

Paul and Judy Brooks set up a welcoming display alongside their splendid Mark II 3.4L 4 Speed, bought on ebay in Feb 2017. Several years of skilful restoration work by Paul have definitely been worth the effort. The Mark II was the first sedan made by Jaguar and some admirers noted that it's the model that Inspector Morse drove.

Their white 1955 Jaguar XK 140 SE, was shown by John and Gail Newton of Yeppoon. John had this eye-catching two-door imported from America in 2016. He stripped it down to the last nut and bolt then performed a classic chassis upward restoration. He even snagged the purr-fect number plate for this distinctive hardtop coupe.



JDCQ Central Queensland - Capricornia Register



Steve Williams' E Type added a vibrant splash of Jaguar Signal Red to the display. This 1969 Series 2 4.2 litre 2+2 E Type was a 2015 purchase, the polished appearance of which belies its ongoing restoration status. Steve says that there will always be work to do though he has no desire for it to ever be a concours car – he enjoys driving it too much for that.



Father and son members, Trevor and Troy Anderson established a dazzling Daimler domain flanked by the big cats. Trevor, a Rockhampton member of about fifteen years, chatted with curious enthusiasts about his blue 1963 Daimler SP250 (Dart) 2.5ltr V8 5 Speed – modified. Troy's Midnight Blue 1963 2.5 litre saloon also sat behind the Daimler banner. The original Daimler paint colour delighted passers-by as it shifted from purples to deep blues, depending on the light.

This was a wonderfully social weekend, which started on the Saturday evening with dinner and a comedy show at Footlights Theatre Restaurant, Yeppoon. In addition to conversations with curious folk at Classics by the Coast, members also had two new members to meet.



Troy with his Daimler SP250

Troy's Daimler has now been on the road for about six months following three and a half years of restoration work. It has been a father-son project. Trevor applied his skills to the timber work, dash and gauges while Troy focused on the chrome, engine, hood lining and carpets. The seats were already in excellent condition.

Chris and Marlene Millard had their splendid Metallic Black 2005 Jaguar X350 XJR Supercharged 4.2 litre V8 on display. The supercharger is a modified M112 Eaton roots type supercharger. This luxurious touring car has a high performance six-speed 6HB26 ZF automatic transmission and is speed limited to 250 kmh.



Ros and Garry Behrendt with Cassandra and Dennis Thompson

Welcome to Dennis Thompson and Cassandra Davis who joined us for the first time since joining JDCQ six months ago. Dennis drives a 2020 dark blue XE Modern Compact.

To wrap up this fulfilling weekend Ros and Garry won a tool box hamper. Soon after, the crowds and cars departed in quick succession like migratory beasts dispersing to allow this temporary habitat to regenerate before a future bi-annual recolonisation.

Series 3 XJ6

I have been resurrecting my Series 3 XJ6 which I have now owned for over 30 years. It is originally a Daimler but the grille and number plate light plinth were corroded. Due to the very thin die castings of these parts and the complexity of the flutes involved the chrome plating people will not take on the job. There are plenty of good condition Jaguar grilles and number plate plinths around and I secured a set and put them on the car. I suppose it is a "bitsa" as it still has the Daimler badge on the hub caps and definitely would not amuse the concourse judges.

After chasing off the carpet snake (see last issue) and giving the engine bay a clean I attacked the next problem which was the rear brakes sticking on. I traced this to the rear flexible hose which had decayed into arteriosclerosis which is basically blocking of the arteries. The power assisted brakes can force some pressure through the blockage into the wheel callipers however the lack of a positive pressure return system for the hydraulics does not allow the pressure to release and the brakes stay on and dragging.

I bought a complete set of the 3 flexible brake hoses as if one hose is on the way out the others will be following very shortly. I enlisted the assistance of a friend who lives two doors away and has a 2-post hoist to give me a hand to fit the hoses as the rear one is a total pain to access. That was successful and the car now starts and brakes OK. Next up is a new set of tyres as the current ones are over 20 years old. And finally, a new windscreen as for no reason whatsoever it developed a major crack. I have kept this car insured for storage and the insurance company accepted my claim.

Bits and pieces

In 60 odd years of Jaguar ownership (I bought my first MK7 in 1963) I have accumulated a lot of spare parts particularly for MK1 and MK2 cars but also other models. I am 81 and pragmatic in my approach to life and if I "choked" tomorrow a lot of my stored "goodies" would end up in a skip bin. So, if you see my name in adverts in Gumtree, Facebook and similar places it is just releasing stored items back into the world.

As an example, I have a MK1 grille in very good order which I have been saving in case of an accident with my MK1 (I have owned 6 MK1s). Where do you get another Mk1 grille if your current one is a write off? I have decided it can go as well as a Mk2 grille. There are also heaps of other parts including overhauled Lucas DR3 wiper motors all going for reasonably cheap prices.

A gem worth watching

I am not a great fan of social media but as previously mentioned do use Facebook and Gumtree for marketing. There is another platform that I access occasionally called YouTube primarily because of aviation events linked to specialist websites.

By chance I came across this You Tube address while searching for an aviation factory. It is "Jaguar factory tour 1961". It takes you through the whole process of building a MK2 Jaguar but as a garnish you get occasional glimpses of E types in the background and finally the interviewer is taken for a ride in a red series 1 E type roadster with the fully enclosed headlights. Remember this is the year the E type was released. Highly recommended!

Repainting a Jaguar

One aspect of the tour was in the painting of the cars. Jaguar was still using multiple coats of synthetic enamel which was then baked. That reminded me of my repainting my 1954 MK7 sometime in the mid-1970s. The black paint was getting thin and suggestions of grey undercoat were starting to show. This paint had been subject to a severe cut and polish by the previous owner due to it copping a heavy coat of caterpillar yellow overspray. He was attending a council meeting in Cunnamulla and somebody was spraying paint in the council depot next door

In preparation for a repaint I had written to Jaguar seeking the correct colour information and type of paint. I received a reply advising me to apply two coats of "Brolite" synthetic enamel colour- "Arabian Black" and bake it! Actually, baking is easy in Townsville in summer as a locked-up tin shed would easily exceed 50 c degrees which at the time was the recommended temperature. Remember all this was taking place 50 years ago and I don't remember any paint booths in the area.

There was a small paint retailer in Townsville who did carry "Brolite" products and a gallon (4.5 litres) was purchased. After all of the rubdown and masking preparation was done the Jag was put in a small aircraft hangar and the paint applied in accordance with the factory instructions. After the second coat was applied just after lunch the doors were closed and left closed for the rest of the afternoon and overnight.

Next day when the doors opened, I was surprised at just how well the paint had finished up. There was no sign of any "orange peel" i.e., rough surface and it was a beautiful glossy finish. There was only one tiny "run" on the very rear of the right-hand sill. As one of my fellow pilots said it was as good as brand new. Another friend who was in second hand motor trade reckoned he had never seen a better repaint.

I did have the advantage of having been taught basic spray painting with enamel paint while I was an apprentice radio technician in the old Department of Civil Aviation (DCA). We practiced on metal lockers using old enamel left over from World War 2 paint stocks. If you got a run you had to wait for it to dry, sand out the imperfection and repaint it. By the time you had done 4 or 5 lockers you became fairly adept at the job. This painting training sounds a little weird but the concept was technicians were often based in

remote areas and were expected to be able to repaint equipment like transmitter and receiver cabinets, operator consoles and similar equipment.

From the archives April 2002

I assembled the MK 1 woodwork the other night and found out it would not fit into the car as a couple of brackets fouled the windscreen. After raiding the ever-faithful beer fridge, which is my standard tactic when all else fails, I realised that I had forgotten how it all went together and I thought maybe these brackets had been put on incorrectly.

When I restored my first MK 1 about 20 years ago, I took photographs of everything as I pulled it apart. A rushed re-scan of these archives showed that my memory [refreshed by the beer] was correct and by reference to these photos I was able to get everything back into place in the way Sir William Lyons had intended.

I mentioned this memory problem to my dearly beloved [Honor] and suggested that it could be alzymers, alcohol or age affecting me. She looked me in the eye and said it was probably all three!

There is also the human factor of a non-hard drive

memory, which is going to be modified by other experiences, and the sheer lapse of time. My only excuse in the case of this MK 1 is that I acquired the vehicle in a semi-dismantled state and a considerable number of minor parts were incorrectly assembled or missing

Nowadays there is no excuse as everybody has a mobile camera and taking photos prior to pulling things apart doesn't cost anything.

Historic or special purpose registration

At last, every Series 3 XJ car is now over 30 years old. Jaguar did continue to produce V12 XJ S3 cars for some years after introduction of the XJ40.

Meanwhile any XJ40 which has the battery in the engine bay indicating manufacture prior to mid-1992 does qualify. However, if the battery is in the boot you will have to justify the build date as production of this series continued until mid-1994. If you have one of these it will automatically qualify in mid-2024.

Until next issue – safe Jaguaring



Library News with the Club Librarian Ray Hodges

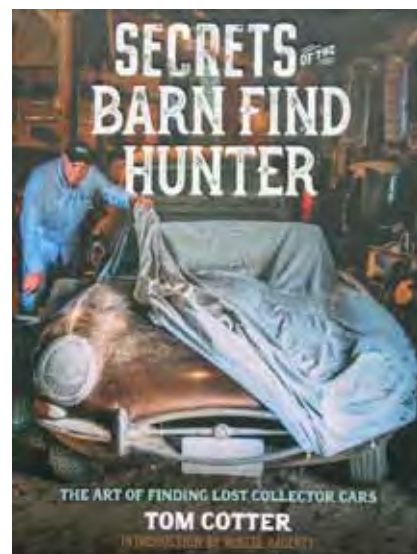
Secrets of the Barn Find Hunter

GB39: Secrets of the Barn Find Hunter. Author – Tom Cotter. Introduction by McKeel Hagerty. First published in 2022 by Quarto Publishing Group USA Inc.

Tom Cotter is “The Barn Find Hunter,” a collector-car archaeologist whose discoveries are chronicled via Hagerty's popular YouTube channel. With over 100 episodes posted and viewership ranging from 100,000 to more than 5 million views per episode, Cotter is one of the most recognised collector-car enthusiasts.

In *Secrets of the Barn Find Hunter*, Cotter provides an entertaining and informative look at his evolution from wide-eyed teenage gearhead to savvy collector. In the process he takes you behind the scenes explaining how he works his barn-find magic and offering tips, hard won perspectives, and why the thrill of discovery never dies in the pursuit of lost collector cars.

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".



Crossover Model Register



Saturday, the 19 of August was the first get together of the Crossover Model Register. We have 15 Crossover vehicles (E-Pace, F-Pace and I-Pace) in JDCQ and we had three show up for our lunch at the Beachmere Hotel. That's a 20% turnout! I am sure that our attendance rate will increase over the coming months. Our next lunch will be at the Mango Hills Tavern on Saturday, the 23rd of September at noon. Please RSVP to stu12dozen@gmail.com by Wednesday, the 20th to guarantee seating.

Remember, all JDCQ members are welcome to attend. You do not have to own a Crossover vehicle. If your vintage Jaguar/Daimler needs a bit of exercise, please join us.

Cheers, Stu

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.

John Shephard (Capricornia)
Philip and Dianne Barbetti (Wide Bay Burnett)
Gordon Hemphrey and Karen Perry (Brisbane)
Vaughn Carnaffan and Nellie Tang (Brisbane)
Barry Niland (Capricornia)
Alan Bowers (Brisbane)
Alan Grant and Pamela James (Wide Bay Burnett)
Ray and Helen Inkpen (Brisbane)
Greg and Lily Ford (Gold Coast)
Robin and Stephanie Thessman (Gold Coast)
Ian and Corien Hyland (Gold Coast)
Trevor and Tania Marsh (Gold Coast)
Andrew Crowther (Brisbane)
Wayne and Karen Wockner (Sunshine Coast)
Nicholas Clydsdale (Gold Coast)
Najee Imam (Sunshine Coast)
Neil Cockerill and Margo Morris (Gold Coast)
Donald and Melanie Keyes (Brisbane)



Cheers,

Stu Gross
membership@jagqld.org.au

Annual Sports Event

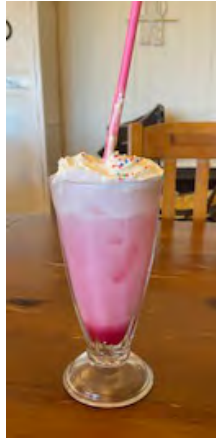
On Sunday 13th August the Darling Downs Register gathered at the Toowoomba Bowls Club, for their annual sports event. The day started with the usual meet and greet, in the carpark, with our lovely Jags lined up and looking splendid in the sunshine. After introducing ourselves to Kerry and paying our fees, we were treated to a rather delicious morning tea, made by Col, the savoury muffins were particularly tasty. Tummies fuelled up, we made our way to the bowling green, with Col and another chap, whose name I didn't catch, coming along with us, to advise those who had not bowled before, which was 16 out of the 20 of us. Kieran organised us into teams, so that each team had an expert with them or one of the bowling club people near at hand, for advice. Lawn bowls is quite different to ten pin bowling, apart from the obvious, there are no holes for fingers, lots of walking from one end to the other and no machine that pops out to pick up and return the bowls. In the short time we were playing, my smart watch calculated that I did nearly 3000 steps, so a great fun way to exercise. Teams played then swapped so that winners played winners and 'not the winners' played the 'not the winners', until we then ended up with a grand final. Our trophy winners, for this year, were Gwen Cooper, for the ladies and Mark Thompson for the men. Congratulations and well done, Gwen and Mark. After our very fun morning we made our way to the Blue Mountain Hotel, where we had a delicious lunch, followed by our meeting and raffle. It was a brilliant day, thank you to Mark and Helen for organising the event, thank you also to those who donated prizes for the raffle and thanks also to everybody who turned up and joined in.



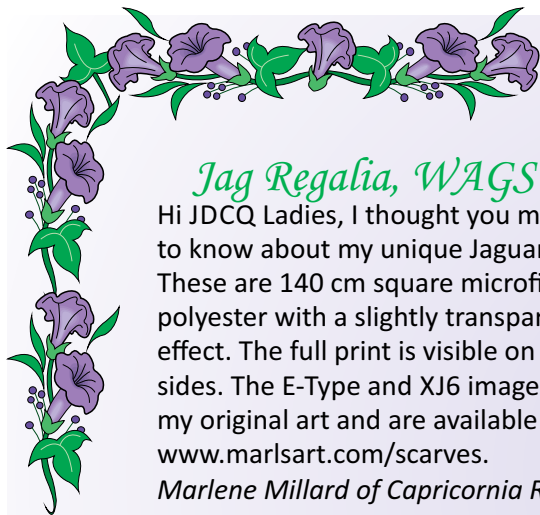
JDCQ Modern Compact Register

Lunch in July

Couple of photos from our last Modern Compact lunch, two beautiful Jags and a lovely cocktail. Frank the landlord of Bottletree Pub bought Terry and myself a drink each, I got the cocktail, which is called the Horny Unicorn, it was very delicious, and I felt that as I was shouted the first one it was only polite to buy myself a second. I was prevented from getting a third, as Terry thought they had a funny effect on me, which was of course nonsense, no different to drinking cordial. As usual we all had coffee afterwards at the Marburg café.



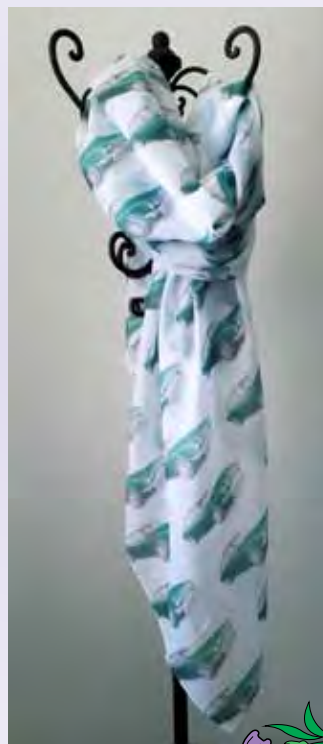
Stop Press: Carole not eating chicken



JAG WAGS CORNER

Jag Regalia, WAGS Style

Hi JDCQ Ladies, I thought you might like to know about my unique Jaguar scarves. These are 140 cm square microfibre polyester with a slightly transparent effect. The full print is visible on both sides. The E-Type and XJ6 images are from my original art and are available from www.marlsart.com/scarves.
Marlene Millard of Capricornia Register.



Headlamp Relay Failures

The headlamp dip switch fitted to XJ series cars is part of the Turn Indicator Switch mounted on the steering column. It is a simple momentary switch and not the toggle type as fitted to most other cars. As such, the headlamp change-over relay needs to operate differently, and is an interesting device. On my cars, the fitted relay was made by Hella. It is better described as a relay/rocker switch combination, rather than just a relay. The relay was apparently also fitted to some early model Holden Torana cars, and a different version of the same relay design was fitted to early VW and Volvo cars.

The relay section is a 'normally open, single pole' assembly, and is used as the Headlamp Flasher, however the actuator bar also toggles a rocker switch which switches power between the high beam circuit and the low beam circuit. The rocker switch stays in the last toggled position, even when the light switch is turned off. The Dip Switch is also a 'Headlight Flasher', allowing the headlights to be flashed when the light switch is off. Complicated and clever, yet simple and easy – apparently – until you need a replacement.

Some years ago I was driving my SII Daimler XJ6 and about 15 kms from home a car passed and as I toggled the lights back to high beam darkness quickly descended upon the road. Instant reaction was to toggle the dip switch again, and as I did, I noticed the headlights flash momentarily. I held the dip switch in the back position and completed the journey home. The next morning I quickly traced the fault to the relay. The 'organ donor' in the back yard provided a replacement. All was happy in the world of Jaguar motoring and headlights.

As luck would have it, my SII was wired incorrectly, according to the service manual. At the time that turned out to be a good thing. The 'flash' function in the relay is supposed to switch power to all four headlights, but my SII only switched power to the low beam circuit. When the relay rocker switch failed on that return trip and I held the dip switch in the back position, I had low beam lights. This prevented everyone else from getting a high beam blast, and allowed me to safely drive home.

If your car is fitted with the original relay, and you want some insurance, I would suggest that the first thing you do is locate the relay and swap the two headlight wires on the relay. The blue wire with the white trace normally goes to terminal 56a, and the blue wire with the red trace goes to terminal 56b. Swap these two wires over and the 'flash' function only operates the low beam lights. This may well get you home one night by holding the dip switch to give you low beam lights.

I dismantled the failed relay, looking for a reason for the failure. On high beam, four bulbs at 60 watts each means the relay switch has to carry 20 amperes. The switch centre pivot is a friction contact and any poor or dirty connection in this area at these currents causes heating and melts the plastic fitting, and this is what causes the failures. The one on the left has had a meltdown.

The photo below shows a good and a failed relay. The one on the left shows how the high beam current melted the plastic and destroyed my relay.

People I have spoken to advise me that the original Hella relay is no longer available.



I looked for a suitable replacement and found a relay from a 240 series Volvo that looked similar. Removal of the case revealed a similar design to the original Hella however the Volvo relay is more robust. The moving contact has a flexible braided wire instead of relying on the rotary contact of the Hella design. This relay should not suffer the meltdown as shown above.



The wiring terminals are numbered the same, except for one additional terminal 15.

To install this relay, connect a jumper wire from terminal 15 to 81a, then swap over the wires number for number, and all should work OK.

81a	Brown	Power from the Battery terminal post.
31b	Blue/Black	Connects to the dipper switch.
56	Blue	Power from the Headlight Switch.
56a	Blue/Red	Low beam Lights (remember I swapped these over)
56b	Blue/White	High Beam Lights (remember I swapped these over)

In case you do not have a reference for the wiring codes, they should be as follows:-

This wiring code is the same on my XJ6 II, XJ6 III, and XJS, so I assume it is the same for most cars using the Hella type of relay.

On the Volvo sample I have, the hole spacing on the mounting bracket is different, so a little bit of fabrication may be required.

Hope this is of assistance if someone is stuck with a faulty relay.

Graham Lucke

JDCQ Mk2 Burlblings with Robin Todd

The July "Country Luncheon" was one that we had been really looking forward to for many a long day especially after we had spent many a pleasant time looking at the Marburg Hotel as a backdrop to our Jaguars as we waited for the Ladies to shop their hearts out at the Antique Shop directly across the road as we had a short [nay long] break on our way to the "Twilight Races" at the Toowoomba Horse Racing Track. An event that revives very many memories of the good old days.

Unfortunately, it was not to be as on the way home from Warwick to our village just on dusk a couple of days before the big event a great white/grey kangaroo that was built a bit like an elephant with the speed of a gazelle overtook our car and then flung itself at the left side front. Actually I like to refer to it as the near side as in the quaint old English language from the days when they grappled with the translation of the horse transport terminology to the new flanged motor transport. Valerie managed a scream while I did what ever I did but the car seemed to be still going and steering fairly straight so we continued at an even more reduced pace. A four wheel drive thingo that had been about 150 meters behind us as we left Warwick stopped at the site so it seemed appropriate to me to continue on home while we were still going. A bit of race tape, a phone call to Shannons and a visit to a panel repair shop that has been recommended to us by locals in the past and all was under control. Interestingly, next day when I was talking about it in the local Post Office and said luckily I wasn't going very fast I was reminded that maybe if I was going a bit faster it might not have happened at all.

Anyway, Wednesday at 11.00am was the appointed time for a meeting at the Panel Repair Centre with the Assessor so it seemed to me to be an appointment not to be missed so hence we cancelled our visit to Marburg. The August lunch was held at the Wild Gardens Cafe just outside Warwick, a venue we haven't visited before with the Jaguar Club but have been to a number of times ourselves. I know it was to be a long trip for a few Brisbaneites but we still got Perry & Helen, Peter a new attendee who has a Mk1 and a Mk2, Clive and Barry & Kay as well as Tom and the new owner of his XJ6 Series 3. Apparently the young lass who took the orders was a bit flustered and had a bit of a problem but otherwise everything went well.

The Leyburn Sprints were held the other day and I had said to my son Cameron that if he wanted to drive he had to do the work so he decided to come up on the Monday for the week. We had forwarded the forms to Motorsport Australia [nee CAMS] to transfer the Log book to Cameron so the car could be entered in his name. To use my name required me to have a CAMS Licence and as I decided the time to give up had arrived. I sent an E-mail to the Licence Section informing them of my intentions and thanking them for their help etc over the past years and included a clause that I hoped that the Log book section were as helpful as the forms had been with them for about 6 weeks. Cameron got an E-mail from the log book people to say the transfer had been approved - What a cheek, they had no approval role at

all they only had to complete some paperwork and post it out

We had our medicals for our Drivers Licences on the Monday which is a bit of a pain. It depends on the doctor what it entails. I have had processes just like the CAMS Race Licence tests and sometimes it is just a bit of a formality. This time Valerie had the former but I had the truck licence crossed out - something that upset me terribly as I haven't driven a truck for something over 30 years.

I have often said that for the past year and a bit I have not been at all interested in things, motor car but I decided that I was just a wee bit interested when Cameron came up to prepare the Lancer [Austin that is not the Japanese version]. I decided to be a bit helpful and buy some of the bits and pieces that are necessary. Because I'm very clever I removed the choke facilities from the car which is a bit of a problem where the Saturday and Sunday starts are about 7.00am when there is often still some frost on the ground but we have overcome that by the use of some Ezystart spray and some brave person leaning over the mudguard and holding the carby chokes full on. I said brave because the car often backfired back through the carbs producing a fairly severe flame. Only two people other than myself have ever done the job and that was Valerie who was quite an experienced hand at the job and an ex President of our club Peter Walsh. I have watched a lot of U-tube of slightly older Formula 1 cars being started and was amazed at the amount of smoke until I read an article by a F1 mechanic who said he always used Brake Clean so we have used that very effectively for the last few years. [No panic - no burnt hands or eyebrows just not as spectacular]. For some obscure reason I was down in the shed before I went into town to get these bits a pieces when I spotted a box with 2 cans of Brake Clean, 2 cans of Ezystart 3 cans of degreaser, 1 new bottle of silicon brake fluid, Windscreen cleaner and other bits of things so that must have been left over from last year. Later on when Cameron arrived we found two more caches of the above essential items plus the odd bits of part used cans. We also found that after the last years event the race car had been parked in the shed and not touched again meaning the carbs and exhaust were not blocked off, the numbers removed [new numbers are supplied by the organisers each year] even all the odds and sods thrown into the car at pack up time were still there. The trailer, which lives under a tree down the backyard protected by the magpies nesting in the afore mentioned tree had a small problem in that the brakes were frozen on - fixed by replacing the master cylinder and spending half a day trying to get all the air out of the system and then none of the lights worked so that kept Cameron busy for a day and a half. We were now up to Thursday afternoon and usually like to take the car out to Leyburn around about mid-day on that day. Now to the Lancer - I wanted to tow it out of the shed but Cameron wanted to try to start it. No hope at all was my advice after all it hadn't been touched for 1 year, that is 365 days - but he hooked up the starter battery pack

and she started at the second turn. A bit of a look for any leaks, a warm up and he backed it out of the shed. A check of fluids, a check of tyre pressures [tow car, trailer and race car]. change the fuel, and a quick wash and off we go. The old numbers would not come off so we decided to place the new ones over the top.

We had already been out to Leyburn the week before to mark out our spot so that was ok.. My other son had by now arrived from Canberra so they unloaded the car, parked the trailer, erected the tent and went off to the scrutineering while I took care of talking to everybody who wandered past.

The boys came back really happy the car was scrutineered by a team who remembered it from past years [so they should it has been there for 24 of the 27 years the event has been held].

And now for the question on every bodies lips - How did it go?. Perfectly it started easily every time ran really well, recorded it's best ever time, and came home safely so next morning we took the numbers off and parked it in the shed. Some day soon I will go down and plug the carbs and exhaust and maybe even remove the numbers from 2022.

Hope to see you soon
Robin Todd

JDCQ Classic Monocoque Register

Calendar for 2023

Wednesday the 13th September 2023
Dugandan Hotel, Boonah

Wednesday the 11th October 2023
Rudd's Pub, Nobby

Wednesday the 8th 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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Visit to Oz Electrics

by Tim Wall

On Saturday 12th June Lloyd Anderson organised a visit for JDCQ and CJEC members to the workshop of Oz Electrics at Slacks Creek in Brisbane. 20 attendees were enthusiastically greeted by our host Graeme Manietta and his team, with the first item of business sampling a very generous morning tea.

While we were polishing off tea, coffee cakes and biscuits, Graeme gave us the lowdown on electric vehicle batteries, technology and answered a multitude of questions. Graeme's business comprises three distinct offerings.

Firstly, as the early electric vehicles are now showing signs of battery age, the team at Oz Electric offer a battery replacement service which typically delivers up to twice the initial battery capacity and range for the same cost as a new battery from the original manufacturer. Why pay for a direct replacement of old battery technology when you can get a much higher capacity for the same price (something the manufacturers don't seem to have grasped onto as yet).

The second offering is conversion kits (something potentially well suited to those with well equipped home workshops and accustomed to tinkering with their cars). The conversion kits come with all of the required bits, instructions, an online training course from Graeme and tech support (we were left with the impression that getting the battery management system or BMS parameters setup correctly is the critical step).

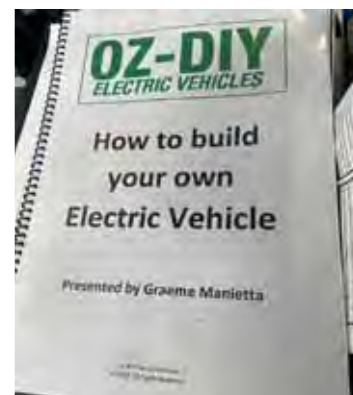
Finally, and not least, is the option to send your classic vehicle to Oz Electrics for a custom conversion. A variety of different vehicles were in different stages of conversion, including a boat (tender for a larger motor yacht), a serious sports machine and the rather unique and special Honda S800. Apparently, the motors, drive system and batteries in Tesla's are well engineered and there's quite a market in parts from wrecked Teslas for both Tesla spares and for re-purposing into other vehicles. Apparently, the Qld Governors team recently asked Graeme for a price to convert the Governor's Rolls Royce to electric (we got the impression Graeme wasn't too keen on hacking into a classic roller and the quote may have included a well-considered risk premium).

I'm not sure whether I would convert a Jag in the immediate future, but the Honda S800 story is probably the closest to what might make sense. Apparently the car had been owned by a husband and wife for many years. Some years after the husband's passing a clean out of the shed revealed the car, in poor condition. Due to the sentimental value, the family decided to restore the car and re-power it as an electric vehicle. Certainly not a cheap exercise, but at some point I guess replacement engines and gearboxes for older classic vehicles will become harder to find and electric may be the way to keep unique vehicles on the road for future generations to enjoy.

Overall, a very interesting couple of hours spent building our understanding of electric vehicles, battery systems, how to ensure electric vehicles stay on the road when their batteries need replacing (which is environmentally sound) and some options for keeping classic vehicles on the road in years to come. A big thank you to Graeme who generously shared his time with us, his team (who didn't get any work done that morning as we asked lots of questions) and for the morning tea.

Tim Wall

0415 140 933



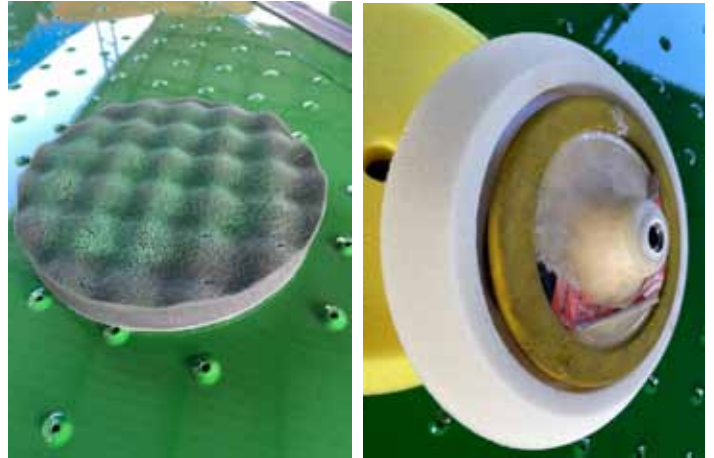
PAINT AND PANEL

By Mark Thompson - JDCQ DD

Polishing Part B In the last edition the subject of automotive polish was discussed. The effectiveness of any type of compound or polish is complimented by the type of polishing pad and polisher. The right combination of polish and pad would define working smarter not harder. Buffing pads, also referred to as polishing pads, are circular pads used to polish paint and other hard materials. They can also be used to apply wax, sealants, and other coatings. Most pads are made of foam but can also be made of microfibre or wool or a combination of all three materials. Some pads are meant to be used by hand but most are meant to be used with a machine such as a Dual Action (DA) Orbital Polisher or Rotary Buffer. They come in a variety of sizes and shapes for different uses. The most common pads are circular flat foam pads. These are also the best pads for a beginner to start with because they tend to be more forgiving in use and care. There are three major classifications of pads. There are foam, wool, and microfibre buffing pads. Each of these pads can be used on either Dual Action Orbital or Rotary Polisher as long as the pad is the same, or slightly larger, diameter as the backing plate on your chosen polisher. Within these classifications of pad are several sub categories of pads. These sub categories determine the amount of aggressiveness (also known as correction or cut) a pad has. More aggressive pads remove paint to remove defects faster but don't leave a perfectly smooth finish. Less aggressive pads remove paint slower but leave a smoother finish behind. You start with aggressive pads to remove the worst defects first and then step down to less aggressive pads to remove the marks from the aggressive pads and leave behind a nicer finish. Foam Pads Foam pads typically fall into three main categories: Compound, Polish, and Finish. Some manufacturers have more categories between these and that just means they allow a smaller step down between levels of cut. Generally the more aggressive a pad is marked as, the stiffer the foam is that was used in the construction of the pad. Compounding • Most aggressive • Used with a cutting compound that has a high level of cut or aggressiveness • First step in removing surface defects Polishing • Used with a polishing compound that has a low level of cut or aggressiveness • Second step in removing surface defects Finishing • Used with a last step product like a sealant or all in one product such as a cleaner wax that have low to no cut or aggressiveness • Last step in restoring and protecting surface finish

Can you mix and match pads and polishes? Yes. Just remember an aggressive compound on a non-aggressive pad will provide a level of aggressiveness/cut somewhere in between the two. Cutting Pad vs Polishing Pad Strictly speaking, these can be names for the same thing depending on the manufacturer and retailer. Though, commonly, a cutting pad is another name for a compounding pad and a polishing pad is the name for the step down in aggressiveness that you would use to remove the micro marring from the cutting pad. Polishing Pad vs Finishing Pad Like above, it depends on the manufacture. Some use the most to least aggressiveness naming scheme of Cutting - Finishing - Wax Pad and some will use Compounding - Polishing -

Finishing. And some use all four. Unfortunate, you just have to consult the pad manufacturer's documentation. Flat Pads Vs. Textured Pads (Waffle)



Manufacturers generally claim textured pads run cooler and therefore last longer. I've personally seen no difference in performance of flat vs. textured pads. One important thing to note is that some polishers do not play nice with textured pads. In general, flat pads are typically cheaper, more abundant, more durable, and just plain work. I generally prefer pads that fully cover the pad both the face and sides of the backing plate. The pad protects the paint surface from the edge of the backing plate. Especially areas where a horizontal surface meets a vertical one.

Microfibre Pads In general, there are two types of pads: cutting/compounding pads and polishing/finishing pads. Microfibre pads are a relatively new addition to the detailing scene. Because of this there aren't any real standards between manufacturers for what separates a cutting pad from a polishing pad. Some manufacturers vary the thickness of the foam, some use different microfibre, and some use a combination of both. Stick to one manufacturers system and you'll be fine. I don't recommend mixing and matching microfibre pads.

Cutting Microfibre Pads

- Used with cutting compounds
- More aggressive
- Removes paint faster but doesn't finish well

Microfibre Pads

- Used with polishing compounds
- Less Aggressive
- Removes paint slower

Microfibre Polishing Pads vs Foam

Microfibre pads do tend to be more aggressive than foam pads. The fibres themselves are an abrasive. On soft, dark paints it's

often possible to still see micro marring from a microfibre finishing pad and polish. A foam finishing pad with polish as the last step is necessary to produce a flawless surface. Wool Pads Wool Pads are typically used on rotary polishers. They do make wool pads for DA polishers for heavy correction work but microfibre has all but taken there place. Wool Pads are graded similarly to microfibre pads with compounding/cutting pads being the most aggressive and polishing/finishing pads being the least aggressive. Just like foam pads, some manufactures have pads that rate between these two classifications so you'll have to reference their system to know more. On most finishes, wool pads will not finish down to a flawlessly smooth finish. The wool fibres themselves are abrasive. You will want to follow up with a foam finishing pad and a good polish to remove any micro-marring left behind by the wool fibres. When to Use Wool Buffing Pads Wool should really only be used for a very heavy initial cut on rough paint. It's very aggressive. It will need to be compounded out with a foam pad afterwards because it will leave marring and holograms. These days I would relegate the wool pads to a rotary polisher as that's what they were originally designed for and they are really meant for speed of cut, much like the rotary itself is. If you're using a Random Orbital DA Polisher then try a microfibre cutting pad with a heavy compound instead if you need a faster cut. You might be surprised at how aggressive, yet safe this combination is. An alternate method is using trizac or abralon pads. These are fine sanding 2500 to 3000 grit on a foam backing. Unless you are experienced and can read a cars paint thickness and paint type,

I'd suggest not to use this method Polishing Pad Colours Explained Unfortunately, the pad colours between manufactures doesn't mean anything. Each pad maker uses their own colour scheme to differentiate between their cutting, polishing, and finishing/wax pads. To add to the confusion, some manufacturers use different colours between different lines of pads and even randomly change the colours throughout production. You'll have to reference the marketing materials from each manufacturer at point of sale to really know which colour to use for what purpose. Some manufacturers such as 3M have colour coding on the bottle making it easy to match pad to the polish. The best way to identify a pads purpose is to squeeze it. Dense stiff pads suit compounds for an aggressive cut. soft pads are best suited for polishing. The photo shows a compound pad (yellow) vs a polishing pad. If you look closely you will see the yellow pad is a little more coarser or open and is stiffer. In the next issue I'll cover the different types of polishers and the best combination to suit colour and correction required. In the meantime Keep it straight and Shiny Mark.



JDCQ Mackay Whitsunday Register

Christmas in July 2023.

Lyn Wolzak

The last weekend of July saw 28 members of different registers and clubs meet at Cape Hillsborough just north of Mackay for the weekend and what a wonderful weekend we had.

Members from The Jag club in Townsville, Brisbane and the Sunshine Coast registers joined us.

Townsville members called into Midge point on their way south and caught up with the Army and had a close up look at the machinery and guns. Unfortunately they followed their GPS on the shortest way to Cape Hillsborough (without putting in no dirt roads) it was raining, muddy and plenty of potholes so the beautifully washed and polished Jags looked a bit sad on arrival. The rest of us stayed on the bitumen. (Local knowledge.)

Friday night was Pizza or Fish N Chip from the resort with an early sunrise on Saturday to feed the kangaroos on the beach, (for some). Andy led the energetic on a walking tour of the beach and bush before returning for lunch. Christmas lunch did not disappoint, with 24 of us sitting down to starters, king prawns and oysters, Burchett and olives, mains, ham and chicken, salads and fresh bread, dessert, Trifle, cheesecake or apple and berry crumble with custard. With lunch out of the way everyone settled in for conversations on many topics or off for a nanna nap.

Saturday night a casual sausage sizzle and refreshing bevies.

Sunday morning a BBQ, Bacon, eggs, hash browns and fresh fruit salad and yogurt for breakfast before time to say goodbye to old and new friends with addresses exchanged and promises to catch up again soon.

The weekend was our annual fund raiser for Angel Flight with \$630 donated, thank you everyone that contributed.



**Our next event is
Hi Tea at Mt. Ossa on the 9th September.
Numbers needed by
7th September to Lyn. 0417074674.**



JDCQ Sunshine Register

Strawberry Fields for ever

Run leaders: Sue and Laurie Pearce

The JDCQ run, last Tuesday July 18th, had that Beatles song from 1967... can you

believe, in my head well until mornos. This venue was an example of what's around the corner from home, that you don't know about. We have Sue and Laurie to thank for the initiative.

The road to the venue gave nothing away about what lay ahead at its termination. This business is a massive testament to those who hold the reigns and take the risks. If you didn't make it on the day and are picturing a ¼ acre hobby farm, I suggest you think again. Try these on for size. The brand name is *Taste n See Farm* with a size of roughly 50 acres growing approximately 1.5 million plants which produce 15000 - 20000 tonnes per season with a Workforce of 40% local workers & around 180 seasonal workers. The JDCQ link is that Sue's cousin David, who is a thoroughly genial fellow and boss of the operation, was our guide that day.



I am getting ahead of myself, both metaphorically and actually. Our club... I can say that now I've paid my dues, was treated in royal fashion with the reserved parking and seating of a very chic coffee/meals spot that wouldn't look out of place in Park Road Milton. And what a view, over all those little hard-working strawberry plants. After caffeine and fortification, those with a mind for flora adventure and a steep learning curve, headed out the gate in single file after guide David.

From the higher ground we could see that the farm nestles its millions of little green offspring in a massive valley. In parallel rows, 2 metres apart, rise gutters 1 metre above ground I reckon, in which the mother plants, (do they have genders?) reside salubriously in coconut coir with aqua borne nutrients on tap, to their little heart's desire. No wonder they produce such wonderful goodies. Working backwards through the plant life, there is "a ton" of computer driven infrastructure through dams, pumps, filters and fertilizer that ensures dietary control for maximum quality output.

Our tour was complete with visits to the "grading room", of about 100 seated people sorting and packing punnets, bound for the cold room, before "leaving home" in

recurring convoys of trucks bound for the hungry customers of Coles so we were advised.



Of cars we had many. They lined up along the road with their noses in the air. Not so much to do with aristocracy as the lie of the land. As you can see from Sue and Wendy's fine photographs there was a predilection on the day for 90's and forward sedans with a smattering of more modern SUVs.

After the morning tea, you wouldn't think we were hungry. Not so but the hands on the town hall clock would be both vertical, so it was time to bid farewell to our hosts and saddle up for tucker at the Caboolture Sports Club. Being forewarned by the good planning of Laurie and Sue, a long table at the rear of the restaurant area awaited us, appropriately dressed in linen of almost strawberry hues. What a coup! Of no coincidence however, was table service for drinks and food, which were delivered accurately and promptly. What a joy.

The days when it all works don't just happen. So, thanks again to Sue and Laurie for an excellent day which raised the bar for all those whose runs will follow.

Charlie Provis 22/07/2023

The secret that's not a secret any more

Tuesday 25/07/2023. Organisers: Debbie and John Herbert

This day, the JDCQ Sunshine Coast Register members, attended the Christmas in July luncheon adeptly organised by John and Debbie Herbert. There were some long beards, funny hats and even a kilt, all recorded by Wendy's camera. The rest of us, more timid folk followed the boring dictum of smart casual. We more than filled the function room at *Secrets on the Lake* Restaurant on the shores of Lake Baroon at Maleny. The lake is *that one* that when driving through Maleny, is... way, way down there. The access road is so steep, that as the backseat passenger, I had by far the best view. There should be a sign at the turn off the main road, to instill an appropriate level of fear into the driver of any classic car, whose brakes could, hmmm, do with a bit of attention, to take due care.



The destination is worth the brake linings though. Perched on a hill, that can only improve the lake view, is a wooden building that blends into the semi-tropical treescape. The double door entrance from the veranda, reveals a clublike atmosphere inside. There is a full-size billiard table and slow combustion fire to complement promises of the relaxed dining experience ahead.

The destination is worth the brake linings though. Perched on a hill, that can only improve the lake view, is a wooden building that blends into the semi-tropical treescape. The double door entrance from the veranda, reveals a clublike atmosphere inside. There is a full-size billiard table and slow combustion fire to complement promises of the relaxed dining experience ahead.

JDCQ Sunshine Register

We lost a few and gained a few with the final number being 25. I think the meals were an alternate drop for both mains and dessert; both were superb with the former's volume ensuring that tonight's dinner would be a meagre affair. I wasn't paying attention to anybody else's food as I was talking too much. I do so love getting in with people who really know their classic cars. On my left was Kevin who wasn't waving his flag too much when advising that he was nearing the end of a restoration of an MGB. It was only later he casually dropped into the conversation, that this was the 5th such vehicle that has passed through a similar process. Diagonally over the table was Phil who also had a good working knowledge of classic motorabilia. His own vehicle was the beautiful white XK150 parked outside. Colin of multistar fame was on my right side and it wasn't long before his detailed knowledge of all things classic, had us both unsettled on details we could normally bluff our way through. It was all good fun with no sheep stations involved. I did hear Lindsay, way down at the table end, passing on his protestations of potential re-conscription to his previous life at sea to help somebody out.



When the eating is over it's time to go home, as Stu would say. Wendy in her best Chairperson voice quelled the chatter by inviting us all to recognise the good work by John and Debbie in ensuring that today all worked...which it did superbly. The only possible exception was a

waiter who managed to empty a jug of water on the table whilst moving a wine glass. His day just had to get better.

Charlie 25/07/2023



10th August 2023 Organisers: Di and Col Graham
The Sunshine Coast chapter of the JDCQ went to the airport on Tuesday, August 8th. Well... sort of. We went to the Queensland Air Museum which is accessed by a "do or die trying" roundabout in Caloundra West. As a first-timer, I didn't immediately get a sense of the size of the place. Club members were invited to park their cars under the wings of the larger planes, which in most cases towered over the former. An exception was Lindsay's Daimler, which nothing dwarfs. It seemed to me, that the geography of the museum, was as follows. Huge Nissen Huts accommodated

restored aircraft. "Work in progress", or "yet to be started" projects were located outside. Workshops were dotted around the perimeter, to undertake tasks of engine rebuilding and body fabrication, through to final tasks including paintwork. These are big crafts, so many parts, how do they keep track?



The Nissen Huts are half cylindrical galvanised iron structures hailing from the First World War and are named after the designer. Once inside Stu, my considerate driver for the day, installed himself inside a helicopter. It was the exact model he flew during his military service in America. He was having a ball. Members separated into groups of about four, each with a Museum Guide. I was with Lindsay and Rick, who both exhibited a solid background with aircrafts and flying. I, by comparison know bugger all about either, with my aeronautical skills being limited to flying a kite.

All of the exhibits assisted the visitor with metre high informative placards. Our guide held the high ground, with a staggering amount of further information, I feel he enjoyed the challenge. The larger aircraft, also had steel steps, for the inquisitive to ascend for a closer look. The standout for me, was the F1-11 which at 22 metres, was roughly a cricket pitch in length and had 8 fuel tanks.



Wendy, was the sole representative of her gender on the tour. Other ladies enjoyed the morning some other way...so it was a bit of a "boy's own adventure".

Back to the cars, to transport us to lunch. Amongst some tantalizing Jaguars were a couple of Porches and BMWs, mixing it with the moderns. We had a booking at the Powerboat Club Caloundra, with a water view from the veranda. Life could be worse.



My thanks to the organizers Col and Di for a perfectly executed and enjoyable day.

Words by Charlie, Wendy took the photos.

JDCQ Gold Coast Register

Christmas in July at Palmer Colonial Golf Club



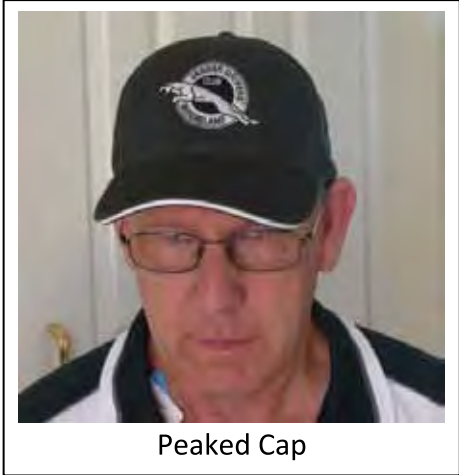
JDCQ Gold Coast Register

Lunch at Pavillions Hotel Robina



Jaguar Drivers' Club Queensland Regalia

Create the Club Image at events and display days



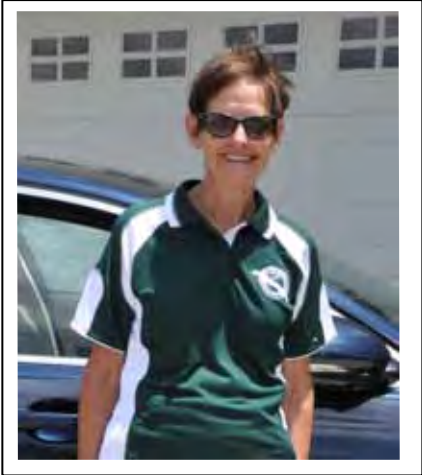
Peaked Cap



Metal grille badges in Maroon or Green



Bucket Hat



Window Sticker
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Jaguar Mk I Compact Saloon

Rebuilt around 14 years ago. This 1956 model has Heritage Certificate, and is white with red interior. Has a 3.8 litre engine, is a 4 speed manual and has power steering. It is equipped with 5 chrome wire wheels, and is a delightful car to drive.

Jaguar XK120 Competition, "C-Type"

An English built "Proteus" recreation. Has done club events on most Australian tracks. Was also formerly road registered and comes with all proof. Has original 16" wire wheels with car and is currently on 15" chrome wires for display, and are available at a price above that of the car. This drove well prior to storage and presents with enormous eye appeal.

Jaguar XK D-Type Recreation

Another stunning car with so much attention getting appeal. This car is a 2 owner Australian build example built by a former Bryson executive and known racing driver, with British components. Frame and suspension purportedly by Reynard and body by Ram. Very finely tuned and a very predictable car with maximum performance with several upgrades for you to enjoy.



Jaguar XK. 150 "S" F.H.C.

This has been blessed with a full rebuild, completed around 10 years ago at enormous expense and detail. Dark Royal Blue with Dove Grey leather. Has under dash air conditioning and non visually installed electric power steering, providing a most wonderful driving experience. Upgraded brakes and 5 new 16" chrome wires and appropriate tyres. Only 3 years ago it was suggested to me, this car would attract the same in Pounds Sterling to a collector, as it would in Australian Dollars. Definately one of the best.

Jaguar XK-E-Type V-12. F.H.C. In my possession for a number of years and has had a full motor, transmission, steering rack and pump, and air conditioning rebuild by well recognised trades persons. Many new mounts also. Sable with tan leather. Visually this car has an honest presentation and it's looks make this car to appear as it should have done when it was only 10 years old. It is a car of honest appearance and not an old cat. I have not driven this lovely example for over 2 years and it has yet to be run in. Five new white sidewall tyres on factory C.S.W.'s. This is a prime purchasing opportunity, where you buy and enjoy, and are not faced with the massive expense, that I did. This is a model that will prove to be a better investment than a Rembrandt in the years ahead. Don't miss this great opportunity.

My 75th birthday and health has dictated the reason to sell this really smart collection. All would look sensational in the confines of a museum, while you watch your investment grow.

Please mail me with your contact details and expressions of interest, and cash offers to: PLEASE NOTE BELOW

All contact via e-mail to: esfirst@proton.me

Price: Offers Invited

Location: Queensland



1998 XJ8 3.2L Sovereign Sedan

Been well looked after 57277 KMS

Only selling as I cannot drive any more been in storage for awhile

Full service history Roadworthy Certificate

Rego till March 24 I am the second owner Sunroof Back seat never been used

Price: \$25,000

Contact: John McLaren

Mob:0418 780 480 Location: Gympie Qld

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Contact the Treasurer: treasurer@jagqld.org.au



1947 MK IV 1.5 Jaguar Project

Rolling Chassis including all parts sold as one lot. Spare parts list is extensive and includes 2 motors, 2 diffs, 3 gearboxes, grill doors seats etc.

Price: \$4,450

Contact: Stephen Hobbins Mob: 0412 700410

Email: mhobbins6@bigpond.com Location: Newcastle NSW



Jaguar S-Type 3.0 litre Luxury 2006MY

First registered 5/2007 143,000km, all service records available One owner, immaculate condition, never damaged, unmarked inside and out. Always garaged, 6 months registration. **Price: \$15,000**

Contact: John Brain Mob: 0408 216 578 Email:

jmbart28@gmail.com Location: Carrara, Gold Coast



Project car for sale at Carrara QLD 4211

Runs well but is unregistered and has been sitting for over 12 months and now has some panel rust, and back doors sticky to open. Paint and panel work now required, as well as some interior. Comes with spare wood and interior door panels. Fitted with generic radio/cd player but has original Jaguar radio/cassette not working. Books/Receipts from original dealer and owner in Birmingham UK. Imported into Queensland in 1991. Current owner has had since 2007. Want this special car to go to a Jaguar lover and not just scrap yard. Any reasonable offer will be accepted.

Price: Offers Invited

Contact: Glen Hunter Mob: 0407 577 552 Email:

gph267@gmail.com Location: Carrara QLD 4211



1974 Daimler Sovereign Series 2

One family owned. Australian delivered. 2nd engine 4.5L – 71729km Sheepskin covers, new roof lining. Twin fuel tanks. Immobiliser. Air con not working and is unregistered. More photos available.

Price: \$14,000 negotiable

Contact: Glynne & Joe Filippone

Mob: Glynne 0414 757 499 Joe 0412 742 906

Email: glynnefil@bigpond.com

Location: Joyner (Brisbane)

PARTS & ACCESSORIES



Personalised Plates MKI058

Price: \$250

Contact: Peter Shields

Mob: 0458 514 255

Email: petershields51@gmail.com

Location: Adare, QLD

WANTED TO BUY

V12 Head Removal Tool

Is anyone out there able to sell or rent to me a V12 head removal plate setup ... please.

Contact: Vaughn Carnaffan

Email:

carnaffan@gmail.com

Location: QLD



Free XJ6/XJ40 Sheepskin Seat Covers

I will be removing the sheepskin (tailored) seat covers in my 1993 (build) XJ6/40. The rear seats are pristine hardly used, the driver's seat is still in excellent condition just slightly flattened pile. The passenger seat is also very good but does have a coffee stain. I was told by a long time very experienced Jag owner that their replacement value

could be as high as \$4000. I am happy to give them away for free. They're in good condition, anybody who wants them will have to remove them

Price: Free

Contact: Mike Beamish

Email: mikebeamish01@hotmail.com

Location: Sunnybank Hills

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PO Box 3513, South Brisbane, Qld 4101

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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

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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.

PRIMARY MEMBER

PARTNER MEMBER

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

Title....Surname.....

First Name

First Name.....

Preferred Name

Preferred Name

(Badge Name)

(Badge Name)

Postal Address.....

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

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

Details of Jaguars/Daimlers Owned

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

For more Jaguar/Daimler details use reverse side

Membership (1st July 2023 30 th June 2024):

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

Part year Membership (If after 1st January 2024, membership expiry 30th June 2024):

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

Part year Membership (if after 1st April 2024, membership expiry 30th June 2024)

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

Total Payment Made	\$
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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

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