# Queensland JAGUAR ELIPTICATION ON THE STATE OF THE STA

Driver November - December 2024



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# **Queensland Jaguar Driver November - December 2024** Bi-Monthly Magazine of the Jaguar Drivers' Club of Queensland



Hi Everyone,

I hope you are all managing to stay cool, in the recent Summer heat conditions, still a month and a half until it is officially Summer, so goodness knows what heat horror that will bring. That's my whinging Pomme bit over for this issue.

A couple of things to point out, please take note of the early deadline for the next issue, this happens every year because the printing company close for three weeks over the holidays. Also, look out for my extra notice, which will be somewhere in the magazine, with a 'read me' type border, so you can't miss it. I want to say a special thank you to Helen Rolton, who has been our Regalia Officer for the past six years. Helen has now retired from the role and Toni Pearce of Wide Bay Burnett Register, has kindly offered to take it on. Thank you Helen for all your hard work, I well remember the time that You, Perry and I spent packing shirts and hats into bags. when you first took on the role, I think that was a six cuppa job. Thank you also to Toni for stepping up and taking over the role.

As this is technically, the last issue before Christmas, which is totally unbelievable, I wish you all a very Merry Christmas and A happy New Year, I have even changed my photo to say 'Cheers' with my 'Horny Unicorn' cocktail from my favourite pub. That is all from me for this issue, travel safe, be happy and have fun.

Until next issue. Your Editor, June.

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Life Members

Tom & Irene Ross

Tony & Karen Herald

2014, 2.0T petrol XF model 250. Colour is metallic black, with beige interior Belonging to Ian & Vicki McKinney

### Cover Picture

May Gaudion Peter & Michelle Drew Kieran & Marianne Lillis Ray & Gwen Howlett Barry & Joy Cooper

Graham Hein Colin Gallev Di Cooper Jim & Maureen Reid Loy Latimer Robin & Valerie Todd Peter Lehrke Paul & Josie Mittelheuser

Next Jaguar Driver Magazine. Deadlines for

Closing Date for Contributions 6 December 2024

Classifieds Deadline 4 December 2024

John & Monica Tupicoff Len Henderson Lorraine Andersen

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Franklin & Marie Smallcombe

# **Jaguar Drivers' Club of Queensland Forthcoming Events**

# **NOVEMBER - DECEMBER 2024 JANUARY 2025 EVENTS**

### **Brisbane Register**

Saturday 30th November Christmas Party at Mt Gravatt Bowls Club details in attached flyer

# **Capricornia Register**

Sunday 10th November Morning tea at the Rockhampton Zoo/Botanical Gardens

lunch at the Allenstown Hotel

29-30 Nov 1st Dec Christmas Party Weekend at Sandcastles Resort 1770

### **Darling Downs Register**

Tuesday 5th Nov Richards Coffee morning 10am Aromas Cafe High Street

contact Richard 46361051

Wednesday 13th November Monocoque Lunch Bestbrook Resort Maryvale contact 46648509

Saturday 23rd November Modern Compact/Chassis Based Register

lunch at The Bottletree Pub Glamorgan Vale 11.30 for 12.00

This will be our Christmas break up lunch. contact Terry 0409072500

Tuesday 3rd December Sunday 8th Dec Richards Coffee morning 10am Picnic Point Café contact Richard 46361051

Show and Shine Christmas Party at The Grand Crow Pub Crows Nest

Tuesday 7th January 2025 Richards Coffee morning 10am

contact Richard 46361051

City Golf Club South Street

### **Gold Coast Register**

Thursday 7th November Sunday 17th November Monday 25th November Sunday 1st December Wed 4th Dec - 11th Wed Lunch run to Kalbar Lunch run into NSW Annual General Meeting Gold Coast Christmas Lunch Anniversary Run

A. Danks 0437532475 or B. Hogan 0413878098 D. Jones 0418103737 or A. Danks 0437532475

D. Cooper 0411176050 or M. Porter 0419706680

D. Willmott 0408455249

# **Mackay - Whitsunday Register**

1st December Christmas lunch at Paul & Maree's

Waverly Street Bucasia, Please bring a plate

phone Lyn 0417074674 or visit facebook page for details

# **Sunshine Coast Register**

Wednesday 4th December Christmas Party at Mercure Hotel Birtinya.

full details to follow.

# **Wide Bay Burnett Register**

29th 30th Nov & 1st Dec Christmas Party Weekend at Sandcastles Resort 1770

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

### 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.

### DISCLAIMER

In regard to products, services and/or procedures which are either advertised or mentioned in the editorial content of this magazine, members should determine for themselves the reliability and/or suitability for their own particular requirements. Advertisers must ensure at all times that the products and or services represented are suitable for the intended use and for the nominated vehicles. Their representatives, outlets or agents must be similarly directed to sell, fit or offer products or services that are suited to the intended use. The Jaguar Drivers' Club of Queensland Inc. cannot accept responsibility for any product or service statements made herein, and the opinions or comments from any contributors are not necessarily those of the club, its committee, its members or the Editor. Photos from media outlets are copyright or have restricted use Contact editor for further information





# Jaguar Today



# President Di Cooper

Greeting Fellow Jaguar Lovers, Since my last Report, with the better weather I hope you like me have been having some very pleasant drives and outings.

Thanks to June Whitehouse for producing our Magazine for another year, we all know you and Terry have had major problems to work thru, but still managed to get the magazine to us all, well done.

My thanks to all who helped to make the All British Day such a success, to see so many of our beloved cars out on show is always a great day. Unfortunately, Stu Gross was verbally abused by some members of the public who thought he should have current copies of the Australian Jag Magazine. As Les Hughes stopped publication of this magazine just on 12 months ago no such thing exists, also the J.D.C.Q. never had anything to do with the publication of this magazine. To think someone like Stu who gives of his time in many ways on behalf of our Club should be treated like this is appalling. I hope nobody else had to put up with that sort of behaviour.

WE ARE ALL VOLUNTEERS, OUT FRONT AND BEHIND THE SCENES SO SHOULD BE TREATED WITH RESPECT.

I would like to thank Helen Rolton on behalf of all Members for the great job she has done with Club Regalia over the past few years. Helen has resigned from the post but we have Toni Pearce from the Wide Bay Burnett Register take up the position of Regalia Officer, thank you Toni.

If you haven't already put in your diaries the dates of 17th and 18th May 2025 to attend our 50th Anniversary Celebrations please do. The Committee have been working tirelessly behind the scenes, and in our Jan/Feb Magazine we will have a list of merchandise with prices you make like to purchase. Also the cost of the Anniversary Dinner on 18th May will be included.

Our Annual General Meeting will take place on Monday 18th November, and if Members wish to attend you can join the Meeting by Zoom. This is my last Report for the end of this year, and I would like to thank the J.D.C.Q. Committee, all Register Committees and Members behind the scenes who have made this year Such an enjoyable one for us all.

Enjoy your Christmas Parties, and I look forward to catching up in the New Year.

Happy Motoring, Di Cooper, President.





It is very early days but we need to start bookings so we are asking for expressions of interest to us and for you to reserve accommodation.

Our major events will be Display Day at the TAFE Oval behind Cobb and Co Museum and our Anniversary Dinner, to be held at Toowoomba Turf Club, both on Saturday 17th and in Toowoomba.

Sunday 18th May is the David Hack Classic held at Aerotec and includes Classic Cars and Warbird aircraft. We are welcome there if one day of displaying your beautiful puss is not enough. (This is also a fundraiser for various charities and has a charge for display). We will also plan driving excursions for those who want to explore the beauty and the history of the Toowoomba area.

It is a busy time in Toowoomba and you need to book accommodation soon. Right now all the motels listed on the next page have vacancy. All have good cancellation policies.

We certainly hope to see you there.
If you are interested in attending please contact secretary@jagqld.org.au or 0498203257 by 30th June 2024

PLEASE MAKE SURE TO LET WENDY GROSS, OR YOUR REGISTER CHAIRMAN, KNOW, OF YOUR POSSIBLE INTENTION TO ATTEND AND ALSO LET HER/THEM KNOW DETAILS OF THE CAR YOU WOULD WISH TO DISPLAY. THIS INFORMATION IS NEEDED ASAP SO THAT EVENTS CAN BE ORGANISED WITH NUMBERS INVOLVED. THIS IS A BIG EVENT FOR OUR CLUB SO WE NEED TO BE SUPER ORGANISED. THIS WILL BE A GREAT WEEKEND.

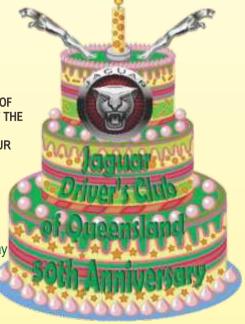
#### 'For our Overseas Readers'

Hello fellow Jag drivers

Just in case any of your members are planning a trip to Australia next May and plan to do some sightseeing near Brisbane, I thought you should know that the Jaguar Drivers Club of Queensland is celebrating their 50th Anniversary. For those in the UK 50 years is not a long history but here it is a real milestone.

It is being held in Toowoomba, at the centre of the rich Darling Downs and has opportunities as a base for interesting sightseeing. It is only a couple of hours drive from Brisbane Airport.

Attached is the flyer for the event and I request you circulate it to those who might be interested. It would be wonderful if we could meet a few of our British counterparts at our celebrations.



# WBB Register

Combined Christmas Function with the

# Capricornia Register

at Agnes Water on the

30 November - 1 December 2024



### 30th November

WBB Register Members to drive to Agnes Water where our accommodation will be at the Sandcastles 1770 Motel and Resort.

There will be a pit stop for lunch at either Baffle Creek Tavern or Wreck Rock Café.

Our Christmas Dinner will be held at the 'Drift and Wood Restaurant' in Agnes Water and will be a 2 Course Meal.

Secret Santa will be a gift to the value of \$25.00.

As usual there will be a beautiful array of Raffle Prizes to win.

### 1st December

Breakfast will be held at the 'Drift and Wood Restaurant'.
Following breakfast (for those who are interested) there will be an amphibious adventure on the 1770 Larc.

This will be another fun-filled Christmas Function with our Capricornia Friends.

For any further details please contact Bob on 0428 781 901

# 50 Years of The Jaguar Drivers' Club of Canberra

### Four Volume History

In March 1971, a notice was widely circulated to Canberra Jaguar drivers on Jaguar Driver's Club of Australia letterhead. The notice was an open invitation to Jaguar owners in Canberra to attend a meeting to form a Jaguar Divers' Club of Canberra.

The story of the group of motor enthusiasts who responded to that notice, and their successors, has now been published. It is the story of their dedication to the Jaguar Marque and their love of their individual Jaguar cars.

A number of Jaguar devotees did meet on 4 April 1971 and together created the Jaguar Drivers Club of Canberra. In the beginning the members had many ideas for the Club, all of which were focussed on using, maintaining and most importantly, enjoying their special cars.

That Club has now celebrated its 50th anniversary. This four volume book series edited by Paul Carr, a former President of the JDCC, tells the story of members of the JDCC and their cars in their own words. Many of the stories and photographs have been previously published in the JDCC Club Magazine, *The Cat's Whiskers*, or its single-issue predecessor. This is not a definitive history in the academic sense, but rather a collection of stories of people and cars, and through these stories the story of a great Club and its journey over fifty years emerges.



The four volume series is available for Jaguar Club members through Paul for \$250 plus \$20 postage. Each volume is available individually through Amazon.com.au for \$355 plus postage (total for all four volumes).

### To order, please:

- 1. Email Paul at paulfcarr1958@gmail.com, and advise
  - a. Number of copies you would like to order
  - b. Delivery address
  - c. Delivery name if a gift or different from yours
- Please deposit payment into the following bank account:

BSB: 650000 Account: 557404002

Cost: \$270 including \$20 postage

PDF versions are available for \$16.50 each through: https://jagsinaction.com/





# GOLD COAST CHRISTMAS PARTY



To be held on Sunday 1st December at

Emerald Lakes Golf Club - Carrara

Meet for drinks at

11.30am with lunch at 12.00pm

A free drink of wine, standard beer, soft drink or tea & coffee is included on arrival - (no spirits)
An alternate drop three course lunch will be served
We will have Lucky Door and great Raffle prizes to be won

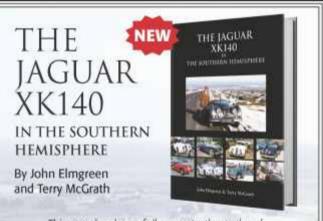
Cost will be \$68.00 pp RSVP: D. Cooper on 0411 176050 (Please advise any special dietary requirements)

Payment required by 15<sup>th</sup> November to



Gold Coast Club Account BOQ 124-001 A/C No. 10224513





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

# Christmas Lunch

### JDCO BRISBANE REGISTER

WHEN Saturday 30th November 2024,

11:00am - 3:00pm

WHERE Mt Gravatt Bowls Club

1873 Logan Rd,

**Upper Mount Gravatt** 

PRICE \$50.00 per person

- (2 drinks included)

RSVP By 30th October 2024

Trivia Quiz

**Lucky Door Prizes** 

### **MAIN**

Roast Turkey & Baked Ham

Roasted & Steamed vegetables

Gravy Cranberry Sauce Dinner roll

### DESSERT

Christmas pudding & Paylova

Tea & Coffee also available



RSVP - By Paying Brisbane Register BSB: 484-799 Acc: 506117953 Include name/s of attendee/s in deposit by 30th October 2024

Please text any dietary requirements to Graham Heather

Text: 0437 231 459

Colin Byrne is looking for a good mechanic to service/repair and even update his Mk 2 and, if he's mobile, even better.

Colin at rockdaze@internode.on.net or phone him on 0488 099 684.





written by Neil Summerson photos by Wendy Gross & Terry Whitehouse

There are three significant car shows each year where the Club has the opportunity to display the Jaguar marque

Macleans Bridge (now Caboolture Airport), RACQ Motoring of Yesteryear and the All British Day.

The three car display days this year have been beautiful fine days with a great representation of Jaguars

The All British Day this year was, once again, held at St Joseph College sporting grounds at Tennyson.

Thanks to members who attended on Saturday to set up the shade covers and put out the display boards. Agreat team effort.

Without counting all cars there seemed to be over 400 cars from Vanguards to Minis, from MGs to Aston Martins and everything in between.

Jaguars numbered 64 and it really was a great turnout of old and new Jaguar cars

Without naming members and non members the cars on display were of a very high standard especially several E types that had undergone extremely expensive restorations

Seeing a beautiful original XJ220 was a special treat. There were only 275 built and only 20 of the colour on display. The car still had less than 1000 miles recorded.

Each year the cars on display seem to be in ever better condition than the year before. This is surely a testament of the owners desire to see their cars preserved and enhanced.

It is interesting to talk to owners who tell me what they have done





















during the year to improve their cars.

We are after all only trustees for the time being as cars will be sold onto subsequent owners who will also preserve them

It was also pleasing to see several new members join on the day as well as being able to sell merchandise. Thanks to Helen and Perry Rolton for handling the sales.

The day was coordinated by Graham Heather and the Club thanks Graham for another great event

Although the club did not win an award (we need to share this around to other Clubs) we had a great day with members of the public showing great interest in our cars.

#### Neil Summerson AM



















Graham Martin (JDCQ Member Number 1019) passed away 11<sup>th</sup> October 2024 after a long illness.

Graham and his wife Irene have been members of the JDCQ since 1<sup>st</sup> October 1975 being one of the original club members and, I believe, the longest serving at this time, just passing 49 years continuous membership in October this year.

When I joined the JDCQ Graham was one of the first members I met as at that time I had a Mk1 and Graham had a Mk2 which is pictured in the photo (which he still had until his passing, together with a Mk4). We remained friends for many years and over the past few years some the original members of the Mk1 and Mk2 Register have been meeting up. The last get together we had was at Col Galley's Brisbane Museum in July of this year to visit the Jaguar display. In the JDCQ Graham was Secretary for many early years and was the National Rally secretary on at least 2 occasions. He was a founding member and keen register secretary of the Mk1 and Mk2 Register. Mk1 and Mk2 Register were involved in organising Combined Register Runs. Graham was also a keen car repairer for the Mk1/Mk2 register and many a weekend was spent together with other fellow members fixing cars, wrecking a Mk2 for parts at one time and in general enjoying the time and company of us all.



Jaguar Mk1 and Mk11 Register at Tenterfield in 1979 on the Combined Register Run - Graham on the left with his maroon Mk2 after working on Doug and Lois Appleton's Mk2



Jaguar Mk1 and MK11 register logo for the late 1970's early 1980's – we had T Shirts as well to match.

My thoughts to Irene his wife and Louise their daughter and Sarah her partner on the loss of Graham.

Peter Lehrke (Life Member and JDCQ Member 1105)

Credit Trevor Maycock JDCUK

### **Olney Motorama**

Five members of area 44 managed to make it to Olney this year. Sadly, I was unable to make it at the last minute. We nearly managed group parking how-ever, Nigel and David somehow got separated from the group. It was a dull day but, the promise drain held off.

Alan won first prize Class C for the post 1969 group beating off some 36 other contenders.









Credit Trevor Maycock JDCUK

### **Congratulations to David Checkley**

Helen and myself attended the Rushden classic car show as an individual entry. The weather was beautiful and Hall Park was packed with classic cars and motorcycles with more visitors than I've seen in previous years. I did-n't realise it but there was an area allocated to area 44 with Babs and Graham and Richard and family represent-ing.

To Helen and my surprise my E Type series 1 won The Mayor's special award as "The car he'd most like to take home" along with the prize of a 2 hour Axe Throwing session for two, which I'm looking forward to with some trepidation!!





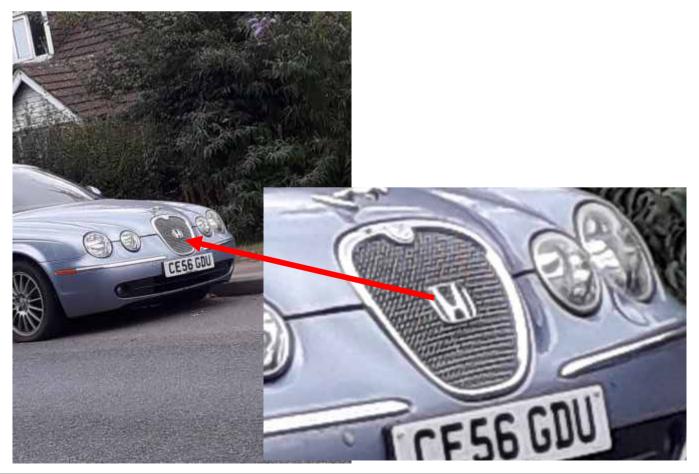
Credit Trevor Maycock JDCUK

### **Rushden Show**

There were some other members at the Rushden show.



S Type Identity Crisis? Saw this S Type which appears to be having an identity crisis. Or, is it a secret joint venture that escaped the factory?



### **Eydon Classic Car Show**

Interesting, when we started going to Eydon some years ago, it was a village fete with classic car display. Now, it is a Classic Car Show and village fete. I remember the first time we went there were about a dozen cars and six of those were Area 44. Now as you can see, vehicles, (classic and otherwise) make up a good proportion of the event, However, they have maintained the fete side by still having various dog display events, used book stall, (5 for a £), several rural games, local brass band, tea and cakes and of course, a beer tent which this year featured Phipps' products.

Nigel and I were the only '44 members present but a couple of local E Types—an S1 and Sll both dropheads— flew the Jaguar flag.



Credit Trevor Maycock JDCUK









A novel vehicle, built by the elderly gentleman in picture. It started life as a Reliant Robin but now has the engine and gearbox direct mounted to the rear axle in the back. The chassis is sprung in the middle and this is controlled by the 'ram' that runs diagonaly to the centre of the rear deck It is actually a VW Golf front strut. The whole of the vehicle is made from items donated or found in scrapyards. The timber for the body is all from recycled pallets. With a flick of a swith the gear mounted device on the back rotates.

Trevor

# **JDCQ Darling Downs Register**

# Darling Downs Register Weekend Away

written by Mick McAuliffe photos Terry Whitehouse

The BIG PEANUT, Kingaroy, was the meeting place for the contingent of Darling Downs Jaguar Drivers Club members who happily visited our hometown for the annual club weekend away.

After catching up and meeting new members Peter and Jennifer Chadwick, we did the only reasonable thing, we sat down and had coffee and morning tea.

We were then joined by Ross Young from the Brisbane Register arriving in his Mk 2. Ross was visiting his parents and joined us for the day.

The obvious thing was a photo shoot and after we were set up, the local newspaper reporter took individual photos and a group photo for the newspaper.

The Kingaroy Heritage Museum was enjoyed by all, Ross's father, Wilfe, telling how the humble peanut was formed, harvested and marketed. So much history, so little time. An open road run took us past some of our rich cropping areas to finish up for lunch at a typical country pub at Hivesville, then off again to view the incredible tractor and vehicle collection of our club members Ken and Robin Norman.

As we were famished after the run from Hivesville our hosts Val and Robin supplied a scrumptious afternoon tea, this, along with much chatting etc finished the day.

Our evening finished with a private room at the Kingaroy RSL for dinner, with more pleasant chatting and of course after the meeting, our fun filled raffle.

Sunday, after a drive to the local lookout, Mt Wooroolin, we headed to a different presentation of a nursery, yes, they had plants for sale, they had garden type ornaments of all descriptions, but set out in an interesting, unique way. A run down the highway then along some interesting Jaguar loving back roads to Boat Mountain and further past Bjelke-Petersen Dam to the village of Moffitdale and then Dusty Hill Winery for lunch and farewells.

Robin and Ken, Val and Mick, hope you enjoyed a little taste of our backyard.

Editor note: On behalf of the Darling Downs Register, I would like to thank Val & Mick and Robyn & Ken for organising a great weekend.













# **JDCQ Darling Downs Register**

# Darling Downs Jaquar Showroom Display Day

by Terry Whitehouse

We had a wonderful morning displaying our pride and joys in the Wippells Jaguar Showroom. There were 11 cars on display and they drew good interest from the public. We then went for our lunch at the Murphy's Creek Tavern.

I would like to thank all those who joined in to display their cars as a special thanks to David, Matt and Wippells Jaguar Land Rover for opening their showroom and assistance for our display.









# NEW EDITOR TO BE NEEDED SOON

Hi fellow members, I have decided to retire from the role as Editor, not immediately, as from the May/June issue 2025. If anyone is wanting or willing to take on the role, either after that date or before it, can you please let me know. I will be happy to stand down, for someone to take over, at any time between now and June, but the May/June issue will be my last, whether there is a new Editor or not. It is not difficult to do, believe me if I can do it, anyone can. I truly believe that the club needs the magazine, so we really need someone to put their hand up and give it a go. I have been Editor for six years ( with a year break after four and a half in between) it is time for me to hand it over and give someone else a chance.

Contact me on 0497089844 or jutewh@bigpond.com



# Chairman's Weekend Away in Gympie































# **JDCQ Gold Coast Register**

# Spring Affair





























# **Library News** with the Club Librarian Ray Hodges

# SHARING THE PASSION

The First Forty Years of The Jaguar Enthusiasts' Club

**GB 44: Sharing the Passion JEC 40<sup>th</sup> Anniversary.** Author – Nigel Thorley. First published in 2024 by the Jaguar Enthusiasts' Club.

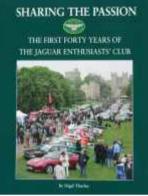
Nigel Thorley was one of the original 'Band of Ten' founding members of the club and has covered the development and success of the club over the period.

The book begins with a brief history of Jaguar and the development of the owners' clubs. Having set the background, it covers the origin of the club in December 1984and its actual formation in 1985. It deals frankly with some early challenges including those concerning relations with the Jaguar Drivers' Club, happily long since resolved.

The period to the millennium featured rapid growth in membership and services, the development of a proper organisation structure and the establishment of a permanent office in Filton. It also expanded its network of associations with JDHT, FBHVC and the automotive industry.

Post 2000, there were further significant developments in the Club's offering including the magazine, specific Jaguar Model Sections, Regional bodies and activities, technical seminars, racing and track days, merchandising and events large and small.





If you would like to reserve this book, give your Librarian Ray Hodges a call on 3820 7681 or email: library@jagqld.org.au Enquires for our mail order service to Queensland Regional Register members welcomed. For other books, service manuals, magazines and DVD's go to our website, log on, go to the library and search for the material then click on "Request this book".

# Membership News with Stu Gross

Hello JDCQ Members,

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

Doug Young (returning member) ...Brisbane

Keith & Sue Ipson...Gold Coast

Craig & Tracey Boustead... Brisbane

Robert McDowell (returning member) ... Darling Downs

Timothy Britz...Brisbane

Craig & Aiga Geddes...Brisbane

James & Carolyn Jarvis...Brisbane

Garry & Heather Hickson...Gold Coast

Geoff Spetch & Lynda Downie...Gold Coast

Jennifer & Peter Chadwick...Darling Downs

We acquired four new members at All British Day. Display days attract new members!

JDCQ now has 420 members.

Cheers,

Stu Gross membership@jagqld.org.au



# NUTS AND BOLTS 2024 By Bill McMonagle

### More serious MK2 fettling.

My Mk2 which I successfully got "sorted" in the fuel system as I described in the September/October issue of this magazine has gone and disgraced itself. Pulled up at traffic light ½ K from home and the engine ran rough for a second and then died. I did manage to get it restarted but only just and running as rough as all heck if I held 1500 RPM which at least got me home.

It appears that it might have either bent an inlet valve or jumped one place in the lower timing chain. Both require that the head be removed from the motor which is a total pain but I have done this several times on Jaguar engines and it holds no terrors for me. However, it does take two people to lift the head and that is where I came unstuck. There was nobody around who could give me a hand to do it. They had shifted away, suffered injuries which precluded them from heavy lifting or in one case deceased.

Not to worry as I have an engine crane which normally lives in my aircraft hangar and it was brought home to do the lifting deed. That did not pan out so well as the crane's legs were too high to fit under the front suspension. I plan to jack the car for clearance but at the time of writing and with the looming deadline it won't happen in this issue

#### **Acorn nuts**

Most Jaguar enthusiasts are well aware that the XK engine used on all 6-cylinder cars from the XK120 right through to the Series 3 XJ6 used fourteen acorn nuts to hold the head down.

These attractive nuts (generally chromed in earlier models) help the appearance of the motor but they do have a trap built in which can cause problems when they are re-used.

If the threads of the nut are not cleared the area deep in the nut may have all sorts of problems which can include hard grease, corrosion etc. This can cause the nut to bind on the head stud and not achieve full hold down on the typical recommended torque figures. This is particularly important if the head has been resurfaced and some material removed

The answer is to run a 7/16 AF national fine tap thread right down the nut to its fullest extent and clear the threads in the upper part of the nut. If you don't have a tap the other option is to get an old head stud and using an angle grinder with a cutting blade cut a 1mm slot down the length of the threads. Putting that in a vice and using a ¾ inch socket to drive the nut onto the stud should clear the threads. I actually use a battery powered drill to do this along with plenty of lubrication.

# From the archives (around the turn of the century) Leaking electrics

In relatively quick succession two family cars decided to have flat batteries namely the MK 1 and the Datsun 120Y. There was no basic reason for this problem as both vehicles had relatively new batteries. Both were recharged and the MK 1 had the battery lead removed

from the battery terminal.

About two weeks later I went to start the Datsun but only got a very weak starter and no inclination to fire. I promptly hit it with jumper leads and it started and ran normally. However, this loss of electrical power was a problem that needed solving. I connected the multimeter on amps range between the battery and the lead and noted a very slight drain of under 1/10 of an amp. In fact, it was about 80 Ma. Now that is not a high discharge as 80 Ma equals 80 thousandths of an AMP.

However, there are 168 hours in a week and 80Ma would mean a loss of electrical storage of about 13-ampere hours per week. The battery in the Datsun is a 7 plate 260 CCA which is more than adequate for the task but the overall capacity is about 35 ampere hours i.e. 1 amp discharge at 12 volts for 35 hours. What that meant was that even a fully charged battery would go flat in approximately 2 1/2 weeks.

What was causing it was very simple. The electric clock was the electricity thief. I pulled the clock fuse in the Datsun, which also disabled the cigarette lighter. There was no other drain on the battery and the subsequent discharge on the multimeter was zero.

Heartened by this discovery I attacked the MK 1 and found out that the clock was also the culprit in this car. Now I had been very successful in even getting a MK 1 clock to go and was rather proud of it. But there is little doubt that these devices are power hungry. So, I resorted to fitting a quick disconnect to the battery post so that I can easily disconnect the electrical power drains prior to the car going into a typical couple of weeks of storage between being used.

There is another power drain commonly missed in the more modern jags fitted with alternators. This is the residual or diode bias flow which occurs in modern alternator electrical system which use diodes rather than cutout switches. Note - no matter how perfect a diode is it will always have electrical leakage. This means that if you park your XJ6 for a month there is a chance of the battery going flat.

As this is the last issue prior to Christmas I wish you compliments of the season and a Happy New Year for 2025



Mk 2 in disgrace



# Combined JDCQ and MEC drive and lunch at Rudd's Pub, 1st August 2024

by Tony Nelson

This event has been in the JDCQ and MEC Calendars for many months. Thanks to JDCQ Webmaster Paul Lucas for posting, due to my techno challenges.

I wanted to save this date before we were away for 2 months, as I was combining the Jaguar Drivers and the Motoring Enthusiasts Clubs in this event, as we are members of both these car clubs.

It is only when I looked back at previous drive histories when sharing with club Historian Roger Wilkinson, that I realised that I had been creating drives for JDCQ now for over 15 years, after Clive Arnold invited me to become his co-secretary of the then E-type Register.

Fortunately, I can count on one hand the number of times over this period where we have lost a participant or had a mechanical failure.

However, with the changing times and now scam telephone calls, not many of us answer our phones unless we know who the caller is. I now ask participants to enter my telephone number into their contacts, just in case I need to contact them on the drive.

We had our briefing at 9:45am at Redbank Plains and then went to our cars to line up to leave as a convov.

This drive Gail and I were in a 1996 Honda NSX - T we had recently purchased. It was only the second long drive in this car and thankfully I can advise the car did not miss a beat throughout the event.

I thank Neil and Jenny Summerson for volunteering to be the sweep car. I will not do a drive unless I have a sweep car, as with this event we ended up with 33 participants in 18 cars attending. It is impossible for the lead car to know what is going on at the end of the convoy with so many participants. I also have to regulate my speed as with my CB radio communication with Neil and Jenny, when I was doing 93 kph they were doing 100 kpm at the tail to keep up.

We were blessed with a cool but fine winter's day for the gathering of the majority of the members at Redbank Plaza in a variety of cars and we also noticed a tractor parked near us and hoped that it did not belong to a





















# Combined JDCQ and MEC drive and lunch at Rudd's Pub, 1st August 2024

participant.

After our briefing, I started slowly leaving and waiting before starting up the slip road and once Neil advised all were ready I left with some gusto to join the Ipswich Motorway 100 kph speed limit with the convoy following.

I informed the group that I had advised the pub owner Gayle who was a no nonsense girl who does not answer emails so best to telephone. that we would arrive between 12 and 12:20pm and was advised by a JDCQ member that Gayle had given another group of JDCQ members the rounds of the kitchen, for a very late arrival to her pub on another event. In another telephone call to her when we actually had 39 members registered, I was concerned that the pub's kitchen might struggle with this number, she advised me she regularly serves 130 lunches on the day.

We proceeded to Apex Park at Gatton for a comfort stop and the ladies did note the cool metal toilet seats.

After another briefing, onwards through Grantham, where our minds cast back to those terrible 2011 floods which took the lives of 12 people and left stock, houses and cars floating away, as the Lockyer Valley flooded and ruined lives and businesses. Our drive that day passed farmers who were again growing and harvesting the vegetables we enjoy from that area. Gail and I recently had coffee at the Floating Cafe at Grantham, which is worth supporting if passing that way.

After Grantham, I took the convoy up Flagstone Creek Drive. As we entered this road, we saw a new sign saying road work ahead and possible delays. What to do? We were committed and with a convoy of 17 cars, hard to turn around. We did find a couple of construction traffic lights but nothing major and eventually met up with the New England Highway at Nelson Street, (of course).

Where possible, I prefer to use country roads for my events, so just a short trip on the New England Highway to the turnoff and again a country road in first class condition



















# Combined JDCQ and MEC drive and lunch at Rudd's Pub, 1st August 2024

taking us through Greenmount and eventually arriving at Rudd's Pub at 12:20pm.

We did not see Gayle while there, so she was obviously happy with our arrival timing. Although the company was pleasant, I did ask the service person why the meals were taking so long. My tip is if you are in a hurry order the lamb shanks. When the meals did eventually arrive, they were enormous and ours was cooked to perfection. I did note a few doggy bags leaving with the members.

There also was a very special port for sale at the pub, but if you did not attend, I cannot mention the name of it as I don't wish to offend anyone with a naughty word.

We all left at different times and I had suggested close by historic towns of Clifton and Allora to check out. I also gave the address for any members wishing to visit close by Steele Rudd Park. I had mentioned the butcher shop in Allora which has been a favorite of mine over the years and know of at least one member who came home with some produce.

Our Editor now has the unenviable job of trying to select from the many photos to accompany this piece created by JDCQ member Al Bowers. I thank Al for putting up his hand for this gig when I put the call out for help. He had never done this before for me and asked me what I wanted in photos and excelled.

I never exceed the speed limit on this or any other event I create for three cars clubs I am associated with, so watch out for the next invitation. I only ever send out one invitation as I do not wish to fill up members' email inboxes and then only send drive details to responding members.

TONY NELSON







by Tony Nelson





# PAINT AND PANEL

By Mark Thompson - JDCQ DD

A good paint job always begins with preparation. Whilst applying a coat of paint requires expertise, it's not going to be as good as it should be if the foundation is unsatisfactory. For the DIYer it can get a bit confusing knowing what primer should be used given a particular job.

First and foremost, automotive primer helps the paint adhere to bare metals and other substrates. Without primer as a buffer, the shiny metal surface, whether old or new, won't bond with the paint well. This leads to peeling, flaking, and eventually rust.

Equally as important, auto paint primer helps prevent rust and moisture damage to your vehicle by adding a couple of extra protective layers. This is generally an automotive primer sealer, like urethane or epoxybased.

It also can serve as a filler for sanding/grinding marks and small scratches on your car body, negating the need for putty or a more prolonged repair job, like a urethane surfacer.

The kind of car paint primer you end up using will vary with your project needs. You can ensure a lasting, high-quality auto paint job and extra rust protection with a good primer base. Different types of automotive primer will also withstand sanding differently, and depending on your project, you may want to consider this.

- Epoxy Primer Epoxy primer is considered a good standard base when it comes to ensuring the auto paint bonds to the metal and promotes a quality paint finish. It's formulated specifically to prevent corrosion, so epoxy primer for cars won't sand as well as other types, like urethane primer. Epoxy is a two pack type primer that requires sanding of the substrate before application
- Urethane Primer Surfacer This type of two-part primer surfacer is often used in conjunction with any
  putty or fillers you're using to perform repairs and is applied over a secondary base primer as it doesn't
  provide the best corrosion resistance.
- Polyester Primer Polyester primer has what's known in the auto world as excellent "build" it fills small scratches and dings much like a putty or filler would and has the highest filling capability of any sprayable primer. This makes it perfect for filling bodywork blemishes AND achieving a good paint bonding surface at the same time. However, it tends to be a bit more brittle and prone to cracking than urethane or epoxy once dry, so this makes a great primer for small repair and filling jobs but may not be the best choice for an entire car.
- Urethane Sealer This type of primer is best used merely as a strong adhesive layer for the paint to bond to. Urethane sealer doesn't really have any filler capabilities, but is perfect for when you're painting a vehicle that's already in decent condition or you need to seal off a good amount of filler or bodywork.
- Etch Primer Another good, basic car paint primer. Acid etch primer is much like urethane surfacer in that it's forte is not so much corrosion prevention as providing a strong bonding surface for paint. If extra rust prevention is the goal, use acid etch primer in conjunction with a sealer or rust preventative. This type of primer dries much more quickly than the others, so is used in a lot of body repairs in auto shops to speed up repair time. It also eliminates the need for any metal conditioner, so this is best when applied directly to bare metal and then covered with a secondary primer, like epoxy or urethane. Etch primers a a single pack primer and cannot be used over fillers. Being acid based they are less fussy regarding sanding needs.
- Plastic primers are always applied to bare plastics before the application of a primer surfacer.

These days most repair shops use infrared primers that are cured with an infrared lamp. The surface can be sanded within an hour dramatically cutting repair times and throughput. The technology is not ideal for the DIYer given the cost of the equipment needed.

There's a very large list of primers available but those mentioned above are the mainstays.

The best work is always performed by being thorough, not only with preparation of the surface but also with the use of the correct product. All paints have a technical data sheet that is available online. This information will outline suitable substrates, sandpaper grits, suitable primers and application requirements. By sticking to the one brand and using compatible products from substrate to finish coat will also eliminate any incompatibility issues.

Until next time

Keep it straight and shiny

Mark



### JAGUAR DRIVERS CLUB OF QUEENSLAND



# WIDE BAY BURNETT REGISTER

Bundaberg Maryborough and Hervey Bay

### October run to **Hervey Bay**

A lovely morning greeted Toni and I in Gympie. It was the first run for our latest Jag, Bertie the 89 XJ40 (pictured above) We made the short 3 minute trip to the the new Gympie Bypass and then zoomed northwards in complete comfort. The meeting point was at the Hervey Bay Information centre, and we were the first to arrive. Bevin and Sandy soon arrived in the XJS, then Arthur in his wonderful Mk7, and then Bob (minus Gaylene) in the Genesis. Peter then arrived in the E type, with some fresh Pumpkins for us all! Paul and Josie were meeting us out at the morning tea site, Graham and Jenny went around a round about the wrong way and we caught up with them as well. The Botanic Gardens were full of cars etc, so we went further around the front to a lovely park. Morning tea was had, the meeting was held, the raffle was run and won. We then headed off to the Boat Club for lunch. It is a wonderful spot for lunch and the food was great. We then said our goodbyes and headed for home.

Another great day with good friends and lovely Jags.

















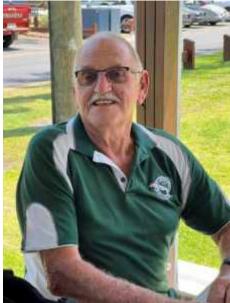


# JAGUAR DRIVERS CLUB OF QUEENSLAND

# WIDE BAY BURNETT REGISTER

Bundaberg Maryborough and Hervey Bay













# NOOSA BEACH CLASSIC CAR CLUB CAR SHOW 2024

Written & photo Phil Atkins

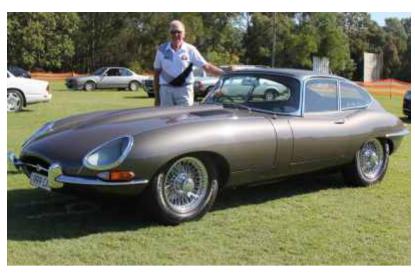
The 36th Edition of the Noosa Beach Classic Car Club Car Show was held on Father's Day, Sunday 1st September at the Noosa District Sports Complex, McKinnon Drive, Tewantin.

The show had style, passion and history on display at Noosa.

This years' event featured All German Marques and a special focus on the 60th Anniversary of the Mustang. A special prize was awarded for the best Mustand

What a great way to spend Father's Day with like-minded people.

On Sunday morning it was a very early start for the car club members and volunteers at 6.00am



By 8.30 all vehicles participating were displayed in order, by Marque, at the impressive Noosa Sports Complex.

The show was opened to the public at 9.00am

The event showcases the wonder of the automobile, past present and future.

Some of the 200 plus Classic vehicles on display are the most beautiful cars and motorcycles that are considered premium examples in terms of authenticity and style

There were also racing cars, trucks and even a class for that special barn find.

The Noosa Beach Classic car show is a show for everyone.

There were new and traditional attractions for the entire family to enjoy – Car supplier displays, music, food and much more!

Most of the Trade displays were Classic vehicle orientated, to name a few of our great sponsors which are:

Shannon's insurance – Insurance for motoring enthusiasts.

· Battery World

- Adventure Concepts
- Kuluin Mufflers
- STEM Sunshine Beach State High School Students and their race car entry
- Smooth As 4 Men
- Vicki's Auto Memorabilia
- Vintage Rims and Wire Wheels

- The Local Motorcycle Company Cable Company Australia
- Dent Guard

U Haul Trailers

- Aussie Croc Toque
- Scooters Sunshine Coast

- · Plates from the States
- Noosa Summer Hill Climb

Jaguars were well represented at the show and claimed several show prizes.

BRITISH SEDANS -1st 2004 XJ 6 - EDDIE CRISP

BRITISH SPORTS – 1st 1962 ETYPE TONY HERALD. 2nd1962 ETYPE ROB MC CALLUM.

ENCOURAGEMENT AWARD- 1962 E TYPE TONY HERALD

Interesting images and interviews at the NBCCC car show are available at:

Australian Car Collector - australiancarcollector@gmail.com

For 2025 the Noosa Beach Classic Car Club are planning an even larger show and expect more Jaguars to support the event.

Put it in your diary for Father's Day Sunday the 7th of September 2025

The attached image is of Tony Herald and his immaculate multi award winning 1962 E type at the conclusion of the show.



### SCRR – Run to Pit Stop Café via The Gantry and on to Mathema Gallery (19/09/2024)



We are ever so fortunate to have a plethora of interesting places to visit in our region and runs during Spring and Autumn are the perfect times to jump in the Jag and go exploring. Especially so, if the chariot is an older XK'd non air conditioned version, or in our case for this run, a non air

conditioned XJS because the compressor had lunched itself a week before the event. The scenery from Skippy Park to The Gantry is some of the best around, and we stayed off all main roads, enjoying the challenging and picturesque drive along Campbells Pocket Road to Mt Mee. Sellin Road in itself is unique as it passes across the saddle separating the valleys that lead to Dayboro in the south and Woodford in the north.

21 of us gathered for this run, mostly in Jaguars that included some moderns, such as S-

Types and X300's and XK's, some news including F-Paces, the magical 340, and some XJS's, one of which masqueraded as an Aston Martin DB7, (AKA XJS in wolves clothing). Our number was extended by a resident goanna at The Gantry, who regarded us as a potential source of food...



Well not so much us, but perhaps the goodies we brought for morning tea. Goanna's



certainly blend into the scenery, and this fellow happily cruised in and out between us as we had morning tea. The Gantry boasts an enormous structure of size rivalling the sawmill structure at the Gympie Timber Museum. How our forefathers managed to raise the huge beams used for its construction is beyond me.

Lunch venue was Pit Stop Café, a short hop south from The Gantry. The food at Pit Stop is pretty appetising. A special mention to the hot chocolate drinks, especially comforting on a

cold day. The prices are reasonable although I noted the prices in general were up a couple of dollars since we had done the reccy some 6 weeks before. Such are the joys of living in the "Modern Monetary Theory" financial environment. However, the thing the



Pit Stop Café is famous for is the view. It is simply to die for. Green rolling hills and valleys, dotted with houses, through to Dayboro then onto Samford, with the outline of the sky scrapers in central Brisbane lurking as a back drop. It is almost impossible to take a picture that does it justice. On the day, it was a tad hazy, but the closer views over Mt Pleasant did not disappoint.

Views aside, Pit Stop is crammed full of motoring memorabilia. Mostly Australian motoring with an accent on muscle cars, but I did notice a poster of the Jaguar F1 Team from the very early years featuring Pedro de la Rosa and Johnny Herbert. Certainly nostalgic.

Well fed, another short hop south is Mathema Gallery which pays homage to all things mathematic, from before Christ through to the computer age. Created by Calvin and Rosemary Irons who both lectured at QUT and share a love of mathematics and have a vast collection of maths memorabilia that is on display. We were fortunate to have Calvin



explain how to use an abacus for us.
He then went on to explain how a
Roman abacus works, (yes, the
Romans had abacus's). It is all so
simple and obvious once explained.
The facility is newly built, and is a
contender for the Queensland
architectural awards this year. It shares
the property with Ocean View Estates,

which offers accommodation as well as vineyard experiences and up market dining. Great Jaguar fellowship and memorable places always make for an extremely enjoyable day. Runs like these certainly provide inspiration for that quiet picnic, or early morning expedition to a breakfast with a view! We are so fortunate to live in an area with an abundance of beautiful places to visit.



# October 16<sup>th</sup> Sunshine Coast Register run from Mooloolah Valley to the Apollonian Hotel in Boreen Point.



Run coordinator – Richard Blundell – Jaguar XJ6 series 3.

Well, the day started with a weather prediction of rain which does not make for a good run for those cars that are open topped like Dave and Sue in their convertible Jag.

We had a good turnout at Mooloolah Valley Pony Club. I know most of you had never heard of this venue before.

9 cars turned up for morning tea.

Rick and Lou with the XJ6 S3, Ralph and Suzy with their F Pace, Merv and Lyn with the new XKR, John and Debbie with the XJR, Penny and Jim with the S Type, John with his XJ6 S2, David and Sue with their Radiant Red XK8 Grand Tourer Convertible and Chris with his trusty Daimler 2.5 V8.

John Arnold was the only person without a coffee so he set off to the local Mooloolah café for a good local brew.





Coffee going down well with the girls

Happy Jag owners







Mervs new XKR

We are off to Boreen Point

We set off on the road to Palmwoods via Eudlo at 10.45 am at a comfortable pace and then headed for Kiel Mountain along the lovely winding Kiel Mountain Road that took us through Dididlibah and on to Bli Bli. Newer members Wendy and Greg Watford had just joined our convoy in their gold/silver XF.

From there we headed through some of the last sugar cane growing area on the Sunshine Coast to Yandina. After passing through the Metropolis of Yandina we headed North to Eumundi via North Arm.

At Eumundi we ventured North to Cooroy up Eumundi Range Road where we had to stop as the run leader had a slight brain fade (it must be 20 years since I last drove on the road).

Fortunately, our trusty new President checked his GPS to verify we were on the right route.

At Cooroy we met up with our Gympie regulars, Baz and Julie in their 99 S type before setting off through Pomona to Boreen Point and to the Apollonian Hotel, our lunch venue. This had taken us about one and a half hours to do 120 km's through some of the best scenic back roads of the Sunshine Coast



Johns XJR with the Apollonian in the background





John, Chris and the Jacksons

Lou and Rick enjoying the roast of the day

We met Peter and Holly Morgan at the venue which turned out to be very noisy as Wed is a bring your guitar and sing day. So, trying to talk to other Jag members was very difficult.



Peter and Holly and our new club president Ralph seem to be enjoying the day.

The food was good and by all accounts everyone enjoyed the drive and get together.

Words by Richard Blundell and photos by Debbie Herbert.



# JDCQ Central Queensland - Capricornia Register

# **Capricornia Capers**

September saw eleven members from Gladstone travel to Rockhampton to join our Rocky members on a run out to Yeppoon. Our wonderful members, Paul and Judy Brooks, hosted morning tea at their home. Morning tea is always a great opportunity for everyone to catch up and conversations are always animated and can range from why someone's Jag has it's front bumper taped on, to what the grandkids are doing, to what holidays have been taken. More on the front bumper in further editions. We travelled to Roslyn Bay for lunch at Waterline Restaurant. A lovely lunch by the water was had by all and members made their own way home. John and Gail Newton kindly allowed the executive committee use of their home after lunch to plan the drive calendar for 2025. It was extremely hard to concentrate as the views from their veranda are truly spectacular but our calendar for next year is jam packed.

On October 20 Kris and Peter Rodda hosted the club at their home for the Annual General Meeting. This year saw the smallest turn out for an AGM in quite a while as many members are travelling at present. John Large was returned as our Chairperson and Steve Williams is once more our Vice Chairperson. Marlene Millard is once again Secretary and Doreen Ostwald is returning as Treasurer. Kris Rodda is Editor again and is also taking on the role as Social Secretary. Marie and Franklin Smallcombe have been our Social Secretaries for many years and had expressed a desire to step back from the role. To be honest it will be almost impossible to fill the role without their continued support.

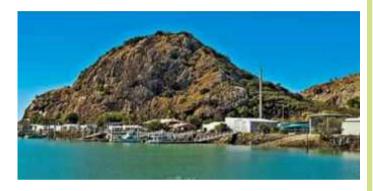
After the meeting we meet at Flavours Marina for lunch once again by the water and after an enjoyable meal, members made their own way home We are all looking forward to our next outing at the Rockhampton Botanic Garden and then our Christmas Party in Agnes Water with the Wide Bay Burnett Register.

#### Get Well Soon

Just a quick message of support to Jim Brooks who has been very ill in hospital in Brisbane. Roylene, Jim's wife, has recently updated the club with news that Jim is on the improve although he has a long recovery ahead. They are hoping to be home to Rockhampton soon.



Jags lined up at the Rodda's.



Our view from the Watermark restaurant.



Best looking car on the street again.

Keep on Purring

# Jaguar Drivers' Club Queensland Regalia Create the Club Image at events and display days













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		Total \$	\$			

Postage will not be required if delivery is not urgent and you are attending events that are also being attended by a JDCQ committee member. Send order by email to regalia@jagqld.org.au

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(giving your surname or member number as reference)

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### 2008 Jaguar X-Type Diesel

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Price: \$200 each with tyres or rims \$150 each

Contact: Chris Millard Email: cmillard@bigpond.net.au Location: Rockhampton

### Two XK8 genuine green Jaguar rear shocks

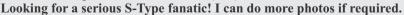
Less upper and lower isolators. Damper gaiter in good shape and no oil leaks

Price: \$200 each

Contact: Chris Millard Email: cmillard@bigpond.net.au Location: Rockhampton

### 1996 Jaguar "Colour and Upholstery Guide"

Brochure, four pages / one sheet with samples of all Exterior and Interior colours, and their ombinations. For XJ saloons including Vanden Plas, XJR, and XJS.



All for the princely sum of \$15

Contact: John Elmgreen Mobile: 0417 4466 15 Email: lmgreen@ihug.com.au Location: Sydney

### Upgrade your 60's/70's XJ with pepper pot mags.

5 good condition wheels with 205/70R15 ww tyres over half tread but out of date with dress nuts.

Price: \$250.00 ono Contact: Peter Davidson Mobile: 0411 483 229

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### Personalised licence plates DAIML R

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Price: \$6000 or highest offer

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**Personalised Plates OOO-OOE** In new condition Suit E-Type

**Price: \$1,000** 

Contact: David Jeynes Mob: 0448 007 802

Email: whatnow@y7mail.com Location: Coomera Waters



#### WANTED

### Jaguar Mechanic Wanted

Looking for a good mechanic to service/repair and even update his Mk 2 and, if he's mobile, even better. **Contact: Colin Byrne Mobile: 0488 099 684** 

Email: rockdaze@internode.on.net

Location: Pullenvale

Email: whatnow@y7mail.com

### Wanted for 420 or S-Type

R/H fuel tank Rear exhaust manifold (the smaller of the two)15" Wire Wheel suitable for Spare (Painted, peeling chrome, whatever)Anything considered.

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Contact the Treasurer: treasurer@jagqld.org.au



### ATTENTION all Jaguar XJC and Daimler Coupe Owners

The Jaguar XJC and Daimler Sovereign Coupe was first released in 1975. We enjoyed an historic 40th Anniversary celebration in Echuca, 2015 with 35 Coupes on show. This was followed by a Reunion Tour in 2017 and the 45th Anniversary in 2021 (Delayed by COVID) in Mildura. In 2021 it was decided that we would come together again, in Bathurst, in 2025 to celebrate the Coupe's 50th Anniversary and accepted the challenge of having 50 Coupes on display, hence, "50 for 50".

It was to our surprise that the JDCA decided that the venue for the 2025 Jaguar National Rally would also be in Bathurst, 4—7 April 2025 with the 50th Anniversary of the Jaguar XJC and the Jaguar XJS as the celebratory cars for the JNR.

This event will be the three days (April 1-3) preceding the Jaguar National Rally. We are anticipating cars from all across Australia and a massive, World Record of Jaguar Coupes at the JNR Display Day.

REGISTRATION for this event is essential: https://tinyurl.com/3vyc54dn

Program Enquiries: Paul Tomlinson 0401 192 891 Registration Enquiries: Philip Prior 0402670654

# JDCQ Committees & Officials 2024

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# **Membership Application Form**

### INVOICE

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

ABN: 31 195 910 938

	18/194	Bisnop Road, Beachmere QLI	J 4510			
Membership may be eithe	r a single person or a coup	le.				
PRIMARY MEMBER		PARTNER MEMBER				
TitleSurname	TitleSurname TitleSurname					
First Name First Name						
Preferred Name	Preferred Name Preferred Name					
(Badge Name)	•••••	(Badge Name)				
Postal Address	•••••		•••••			
•••••	•••••		•••••			
Home Tel: (0 )		Mobile:	•••••			
Work Tel: (0 )	•••••	Email:	•••••			
Details of Jagua	ars/Daimlers Owr	ned				
Model Yea	r Engine Size	VIN / Chassis No:	Colour	Rego No:		
For more Jaguar/Dai	mler details use reve	erse side				
Membership (1 <sup>s</sup>	<sup>st</sup> July 2024 – 30	<sup>th</sup> June 2025):				
· · · · · · · · · · · · · · · · · · ·		<b>Qld Jaguar Driver Magazine</b>				
Part year Memb	ership (If after	<u>1st January 2025, membersh</u>	nip expiry 30 <sup>th</sup> June	<u>: 2025):</u>		
\$55 + \$50 Joining Fe	e = \$105 – Includes	Qld Jaguar Driver Magazine				
		1st April 2025, membership	Office Use Or	ıly		
expiry 30 <sup>th</sup> June 2025) \$30 + \$50 Joining Fee = \$80 – Includes Qld Jaguar Driver Magazine			Fotomed in Datah	5.4.1.5.4.1		
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	Made \$	Current Magazine	Current Magazine			
Signature	Badges Ordered	Badges Ordered				
SignatureDate  Payment may be made by direct deposit.			Badges Given/Se	Badges Given/Sent		
PLEASE USE YOUR SURNAME AS REFERENCE.			Regional and Mo	Regional and Model		
SUNCORP BANK: JDCO BSB: 484799 ACCOUNT NO: 02 456 7129			Register Advised	Register Advised		

You can also apply for membership online at <a href="www.jagqld.org.au">www.jagqld.org.au</a> and click on the "Join Here" tab.







