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JAGUAR

DRIVERS' CLUB QUEENSLAND MAGAZINE



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Dear Members, hello again and welcome to the second issue of *Queensland Jaguar Driver* under our editorship. It was a pleasure to meet many of you in person at the 50th Anniversary celebrations in Toowoomba - thank you to everyone who introduced themselves, shared stories, and showed us their cars. A special mention to Wendy Gross, Terry Whitehouse, Di Cooper and all the other instrumental members whose efforts ensured the weekend was not only a great opportunity to honour the club's proud history, but also to connect with members whose passion continues to drive it forward.

In this issue, we've included a short feature marking 70 years since Jaguar's first victory at the 24 Hours of Le Mans. The 1955 win by the iconic D-Type marked the beginning of a golden era for Jaguar in endurance racing, and we've spotlighted the instrumental role played by our very own Ron Gaudion in the development and maintenance of that legendary machine.

We're also proud to showcase this edition's stunning cover car: a beautifully restored Jaguar SS Drop Head Coupe owned by Rod and Sue Greasley. They've kindly shared a brief overview of the vehicle's restoration journey, which we hope you'll enjoy reading.

Choosing a single cover image proved especially difficult this time, as we had the chance to photograph a number of spectacular cars on display in Toowoomba. We've included several close contenders as full-page features throughout the magazine. As always, if you have a car you'd be happy for us to visit and photograph for a future issue, please don't hesitate to reach out.

Please submit any contributions for the Sep/Oct issue to editor@jagqld.org.au by **Friday, 22 August**. We hope you enjoy the July-August edition and look forward to seeing you at an upcoming event.

Best regards,
Andrew & Sam McMath

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Life Members	
Lorraine Andersen	Barry & Joy Cooper
Di Cooper	Peter & Michelle Drew
Colin Galley	May Gaudion
Graham Hein	Len Henderson
Tony & Karen Herald	Ray & Gwen Howlett
Loy Latimer	Peter Lehrke
Kieran & Marianne Lillis	Paul & Josie Mittelheuser
Jim & Maureen Reid	Tom & Irene Ross
Franklin & Marie Smallcombe	Robin & Valerie Todd
John & Monica Tupicoff	

UPCOMING EVENTS

BRISBANE REGISTER

Sunday, 13 July	Cars 'n' Coffee Contact Graham Heather – 0437 231 459	Samford Village Shopping Centre, 6 am
Sunday, 3 August	Deadline – Pretty Woman group booking Contact Jeanette Lind – 0417 920 780	QPAC Lyric Theatre, 7:00 pm 8 October 2024
Sunday, 10 August	Cars 'n' Coffee Contact Graham Heather – 0437 231 459	Samford Village Shopping Centre, 6 am
Monday, 11 August	Register Meeting – Northside Post meeting dining available	Nudgee Beach Hotel, 11 am
Wednesday, 27 August	'V8 Muscle Legends Live On' exhibition Contact Joy Cooper – 0419 732 091	Brisbane Motor Museum, 959 Nudgee Rd Banyo, 9:30 am
Sunday, 14 September	Cars 'n' Coffee Contact Graham Heather – 0437 231 459	Samford Village Shopping Centre, 6 am
Saturday, 20 September	Set-up All British Day for Sunday Contact Graham Heather – 0437 231 459	Vivian St, Tennyson – Helpers wanted
Sunday, 21 September	All British Day Contact Graham Heather – 0437 231 459	Vivian St, Tennyson
Wed, 24 September	Mid-week coffee catch-up Text Barry Cooper – 0418 985 388	Venue TBA

DARLING DOWNS REGISTER

Saturday, 26 July	Modern Compact Register Lunch RSVP Terry Whitehouse – 0409 072 500	TBA
Sunday, 10 August	Register Sports Event	TBA
Saturday, 23 August,	Modern Compact Register Lunch RSVP Terry Whitehouse – 0409 072 500	TBA
Wed, 27 September	Modern Compact Register Lunch RSVP Terry Whitehouse – 0409 072 500	TBA

MACKAY & THE WHITSUNDAYS REGISTER

Saturday, 27 September	Lunch at Airlie Beach Note: Airlie Markets are on	Venue TBD
24-25 October	Easter in October EOI to hosts Warwick and Sue – 0417 793 392	Hydeaway Beach
29-30 November	Weekend Away at The Palms Book direct with motel – 07 4956 6266	Sarina Beach Motel, Christmas Theme

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

**JULY – SEPT
2025**

GOLD COAST REGISTER

Sunday, 20 July	Christmas in July Contact Marilyn Porter – 0411 119 844	O'Reilly's Winery Canungra
Monday, 28 July	Monthly Meeting	Nerang Bowls Club
Wednesday, 6 August	Visit to Local Car Museum Contact Andrew Danks – 0437 532 475	TBA
Sunday, 17 August	Lunch Contact Faye Wallis – 0407 143 171	Galley Restaurant, Coomera
Monday, 25 August	Monthly Meeting	Nerang Bowls Club
Saturday, 6 September	Lunch Contact Arthur Kontalis – 0418 467 023	Beaudesert RSL

SUNSHINE COAST REGISTER

Friday, 11 July	Pre-Bastille Day Lunch RSVP by 4/07 to Wendy – 0498 203 257	Meet at Pioneer Park, Landsborough (eastern carpark)
Sunday, 20 July	Christmas in July Luncheon	Location TBA

WIDE BAY BURNETT REGISTER

Sunday, 20 July	Register Outing Contact Arthur Bock	Wide Bay Seedlings, Mungar
Sunday, 17 August	Register Outing	BYO morning tea @ Paradise Dam Lunch @ The Bigg Gallery Café, Biggenden
Sunday, 21 September	Register Outing Morning tea (or BYO) & Lunch @ Café 1928	Bundaberg Botanical Gardens (incl. Hinkler Hall of Aviation, Hinkler House, The Historial Museum & steam train ride)

CAPRICORNIA REGISTER

Sunday, 27 July	Morning Tea Gladstone Harbour	Meet @ Calliope Park, Lunch @ Many Peaks Hotel
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FAR NORTH QUEENSLAND REGISTER

Saturday, 2 August	High Tea & Car Display	Trinity Beach
Sunday, 3 August	Car Display with FNQ Restorers Club	Trinity Beach, supporting Wheels on Meals fundraiser

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.

PRESIDENT'S REPORT

Greetings, fellow Jag lovers.

I must start my report with congratulations to all of you who made our 50th Anniversary celebrations in Toowoomba such a great success. All the registers were represented, with some of you travelling long distances to attend.

Many thanks to Terry Whitehouse, who had the unenviable job of organising the Display Day. With bad weather for days before, we woke on the Saturday to find the rain finally gone and the sun shining brightly. There were close to ninety cars on display across many models; for a Jag lover, a beautiful sight to behold! Congratulations and thanks to Terry and his many helpers for a great day.

I must also thank the Gold Coast ladies who helped with the regalia. We had a packing day before the trip to Toowoomba, preparing the orders I had stored at my place. They even went to the trouble of colour coordinating the members' bags to make them easy to identify on the day. I also learnt that most of us still carry cash, as the credit card machine didn't work, so most of our transactions on the day were cash.

And of course, the 50th Anniversary Dinner: a massive thank you to Wendy Gross and her brilliant helpers.

198 of us sat down to a delightful meal at the Turf Club on Saturday night. The first JDCQ President, Peter Fast, and his wife, Leah, were our guests for the night. Between Peter and myself, me being President number 22, there have been many individuals who have put up their hands to do the job over the years. Many of our past Presidents and life members attended and were acknowledged on the night. Thanks to Kieran Lillis for supplying the entertainment for the night; I know at my table we were singing along to most of his songs!

On the Sunday some of us did a drive ending at Rudd's Pub. There, we enjoyed unbelievable meals (as if we needed to eat again), while other members attended the David Hack Classic display and airshow. I have been told there were close to 200 cars on display.

A wonderful weekend for all, put together by about eight of us with many helpers. Thank you all.

Onto other news. We had Ron Donges and his wife Carmel come down from Cairns to Toowoomba for the weekend. Ron has been liaising with the Committee to start a register in the far north of the state, and I can report that at our June committee meeting it was decided that this would go ahead. The first meeting for the Register was on June 29; Wendy Gross and I travelled to Townsville for the inaugural meeting, stopping along the way to meet with members from other registers. Ron is the nephew of the late Fred Donges. Many of our long-time members will remember Fred driving down to Brisbane from up near Stanthorpe to attend monthly meetings. The Far North Queensland register will range from Townsville west to Mount Isa along the Flinders Highway, and north to Cairns and the Atherton Tableland.

Hope to catch up soon, keep your "cats" purring.

Di Cooper
President J.D.C.Q.



VALE BERNIE SMITH

On May 29, JDCQ lost a much-loved member. Bernard Smith, along with his wife Rita, was an active member of two registers since arriving in Queensland from New Guinea: Mackay-Whitsunday and Sunshine Coast. His Irish wit and considerable sense of humour - Bernie always had a joke ready - made him a great companion, and often concealed his health issues in recent years. He was fun to be with, always kind and a true gentleman.

Bernie certainly loved his cars. Lyn Wolzak, Chairman of Mackay-Whitsunday Register, said of their time there: Bernie and Rita operated the Bucasia Service Station and then drove a Triumph Spitfire, which being British (the car), soon had them involved with the local Jaguar drivers in the area.

It didn't take long before they purchased a lovely Series 3 XJ12 and became involved with the Mackay-Whitsunday Register. The service station was open seven days a week, so it was difficult for them to attend many events, but they came when they could. They were very much respected in the Bucasia community with their friendly and helpful way.

Bernie became aware of some health issues, and they moved on from the service station to a business that Rita could excel in: Body Care & Gifts Shop at Mount Pleasant shopping centre. Again, a seven-day-a-week commitment.

This business grew under their control and soon became the place to go for that unique gift for someone special, or a treat for yourself. Their reputation for excellent service and assistance in finding the impossible was well known. Bernie was a welcoming and helpful person, always with a smile and gentle voice: 'Can I help you?' He was always a gentleman and will be missed by all who knew him.

In retirement, he purchased a beautiful Armstrong Siddeley Sapphire, a V12 Jaguar, and an XJ8 Jaguar that he and Rita enjoyed, and moved to the Sunshine Coast to join up with that register.

Bernie and Rita more than just joined up with the Sunshine Coast; they were very active members until health issues intervened. When I wanted to trial mid-week lunches as an extension to our run calendar, Bernie and Rita were the first to volunteer to organise one. They always embraced the spirit of events and were regular attendees.

They were awarded the Don Quinton Memorial Trophy for Club Member of the Year in 2022.

The number of Sunshine Coast Register members who attended Bernie's funeral attests to his popularity. The Keatings from the Darling Downs Register were also there, having been friends since New Guinea days.

Vale Bernard Patrick Smith

70 Years of the Jaguar D-Type: A Le Mans Legacy

Andrew and Sam McMath



Seventy years ago, in 1955, Jaguar's revolutionary D-Type secured its first victory at the 24 Hours of Le Mans, beginning a golden era of dominance in endurance racing. Among those working tirelessly behind the scenes was Australian mechanic Ron Gaudion, whose expertise and dedication played a pivotal role in Jaguar's success. As we celebrate this milestone, we look back at the development of the D-Type, its triumphs at Le Mans, and Ron's incredible journey from Australia to the pinnacle of motorsport.

Le Mans and Its Place in Motorsport

The 24 Hours of Le Mans, first held in 1923, is the world's most prestigious endurance race. Organised by the Automobile Club de l'Ouest, it is won by the car that covers the longest distance within 24 hours. Unlike sprint races, Le Mans tests not just speed, but also durability, strategy, and mechanical reliability. Cars race continuously, with teams rotating drivers and making strategic pit stops for fuel, tires, and repairs. The event has become a proving ground for innovation, with manufacturers pushing the limits of automotive engineering.

Unlike NASCAR's Daytona 500 stock car racing or open-wheel racing such as IndyCar's Indianapolis 500, Le Mans places a premium on endurance and efficiency rather than sheer speed. Public roads form a large part of the racecourse, further adding to the challenge. The ability to maintain performance over a gruelling 24-hour period is what separates great teams from the rest. And for Jaguar, Le Mans became the ultimate test of its engineering prowess.

By the early 1950s, Jaguar had already established itself as a force in endurance racing with the C-Type, which won Le Mans in 1951 and 1953. However, Jaguar engineers saw

an opportunity to create an even faster and more advanced machine. The result was the D-Type – a car that would go on to define an era.

The Birth of the Jaguar D-Type

Designed by former aeronautical engineer Malcolm Sayer, the D-Type represented a radical departure from its predecessors. It featured an aerodynamic monocoque chassis, a first for Jaguar, significantly reducing weight while improving strength. The sleek, streamlined body was optimised for high-speed stability, making it one of the most visually striking race cars of all time.



The car was powered by a 3.4-litre inline-six engine, refined from the earlier C-Type but now benefiting from innovations such as a dry-sump lubrication system to prevent oil starvation during high-speed cornering, and disc brakes, which provided superior stopping power compared to traditional drum brakes. This gave the D-Type a crucial advantage over competitors.

The D-Type was lighter and more rigid than its predecessor, using a space frame and magnesium alloy for the body shell. In 1955, Jaguar extended the nose by 7.5 inches to improve aerodynamics and increase top speed. The car's distinctive headrest fairing and aerodynamic fin, combined into a single unit, further enhanced stability on straights.

Another defining feature was its fuel system, which included a large, lightweight magnesium-alloy fuel tank. This was critical for endurance racing, allowing fewer refuelling stops while keeping the car balanced during high-speed manoeuvres. The car also utilised a quick-release bonnet system, which made servicing the engine during races faster and more efficient.

Jaguar also developed a long-nose variant of the D-Type in 1955, designed specifically for the high-speed demands of Le Mans. This version extended the car's length for improved aerodynamics, increasing its top speed on the Mulsanne Straight. These refinements contributed to the car's growing reputation as one of the most technologically advanced race cars of its time.

Behind the Scenes of a Racing Legend

As many readers know, among the mechanics responsible for keeping the D-Type in peak condition at Le Mans was Australian man Ron Gaudion, who made his way to England to pursue a career in motorsport. He joined Jaguar's Works Team and was immediately thrust into the heart of endurance racing.



Gaudion worked tirelessly alongside chief engineer Bill Heynes and team manager Lofty England, ensuring that the D-Type was finely tuned for the gruelling 24-hour race. He was part of the team that oversaw crucial aspects such as engine performance, aerodynamics, and rapid pit stops. His attention to detail and relentless work ethic contributed to Jaguar's success.

The 1955 Le Mans race remains one of the most infamous in motorsport history, marked by a tragic accident that claimed the lives of over 80 spectators. Despite the devastation, the race continued, and Jaguar's D-Type, driven by Mike Hawthorn and Ivor Bueb, emerged victorious. The win was a testament to the engineering brilliance of the D-Type and the skill of its drivers and crew. The Jaguar team covered 307 laps at an average speed of 107 mph (172 kph), securing their second Le Mans victory. This triumph cemented Jaguar's place in endurance racing history and set the stage for even greater success.

Jaguar returned and won at Le Mans with the D-Type in 1956 and 1957, fighting off stiff competition from Ferrari and Aston Martin. By 1957 the D-Type, with its superior aerodynamics and braking system, secured a historic 1-2 finish for privateer Scottish team Ecurie Ecosse, proving itself to be the dominant endurance racer. The 1957 win marked Jaguar's third consecutive Le Mans victory and remains one of the most celebrated in Le Mans history, with five of the top six finishers driving D-Types.



Beyond the 1950s

While the D-Type's factory-backed racing career ended after 1957, the XJR program in the 1980s brought Jaguar back to endurance racing prominence, culminating in victories at Le Mans in 1988 with the XJR-9 and in 1990 with the XJR-12. These wins marked Jaguar's return to the world stage, proving that the brand could still compete with the best. In recent years, Jaguar revived its competitive racing program with its 2016 entry into Formula E, a single-seat electric racing series. This marked a shift towards sustainable motorsport, with lessons from endurance racing influencing the development of Jaguar's electric vehicle lineup.

After his time at Jaguar, Ron continued his career in motorsport before eventually returning to Australia. He remained a respected figure in the Jaguar community, sharing his experiences at club events and enthusiast gatherings. His firsthand accounts of working on the D-Type offer invaluable insights into the golden age of endurance racing.

In 2025, we celebrate 70 years since the Jaguar D-Type's first Le Mans victory – a triumph built on innovation, determination, and the dedication of people like Ron Gaudion. The legacy of the D-Type lives on, not just in historic racing but in every Jaguar sports car that followed. For Jaguar enthusiasts, this anniversary is a tribute to a machine that redefined motorsport and the individuals who made it happen.



Resurrecting a Classic

Rod & Sue Greasley

This brilliant Jaguar became part of our lives thanks to a good friend of Rod's who, knowing his passion for restoring early Jaguars, told us about a car for sale in Sydney. The 1939 SS Jaguar, missing its engine and other parts, was found in a deteriorating barn. The owner had purchased it from Reevesby Auto Dismantlers in Sydney during the mid- to late-60s for parts, storing it in the barn after removing the engine for use in a MkIV.

Manufactured on 12 June 1939, the car was delivered to its first owner, a woman in Melbourne. She enjoyed it for many years before it eventually ended up in the wreckers and then in storage. Its history between those points remains unclear.

The absence of its original engine was a concern. To restore the car faithfully, Rod needed to recover and rebuild its original motor, still fitted in the MkIV. To do this, he built a replacement engine for the MkIV, allowing him to retrieve and restore the original SS engine for the project, now named *Catherine*.

The restoration involved extensive mechanical work, including building two engines. The body was stripped to bare metal and reconditioned, with nearly all components and the interior needing custom manufacture to bring the car back to life.

Only a couple dozen of these cars remain today, with just a few hundred produced before the war. Restoring this SS Jaguar to concours standard was a worthwhile effort to preserve its legacy. We've now enjoyed over fourteen years of travel with *Catherine*, having driven her through every Australian capital city except Darwin.

One of our biggest trips was to Perth shortly after Covid – a journey of around 11,000 km with no issues at all. She performed flawlessly, making it an unforgettable cross-country adventure. *Catherine* started first time every day and often returned fuel economy of about thirty miles per gallon, cruising comfortably with the traffic.

Over years of national rally trips across Australia, she's proven to be remarkably low-maintenance and high-performing for her age. The SS marque deserves credit for creating a car that was not only elegant but also robust and practical. For an 86-year-old, *Catherine* is incredibly comfortable, easy to drive, with solid power and braking.

Sue and I love travelling in her—it's always a real adventure and a joy to share her with enthusiasts at major events. Over the years, *Catherine* has earned multiple interstate and national awards, including the 2022 RACQ Motorfest. We're confident there are many more miles and memories ahead.



Above: Sue and Rod Greasley with their 1939 SS Jaguar drophead coupe on show at the David Hack Classic, Sunday 18 May 2025. Picture by Kevin Farmer. Published in The Toowoomba Chronicle.

Celebrating 50 Yrs of JDCQ at Toowoomba

Andrew and Sam McMath

In mid-May 2025 Jaguars came roaring across the Sunshine State, converging on picturesque Toowoomba to celebrate the fiftieth anniversary of the Jaguar Drivers' Club of Queensland. What followed was a weekend of joyous exploration, brilliant friendship, and quite possibly the largest variety of Jags in a single place Queensland has ever seen.

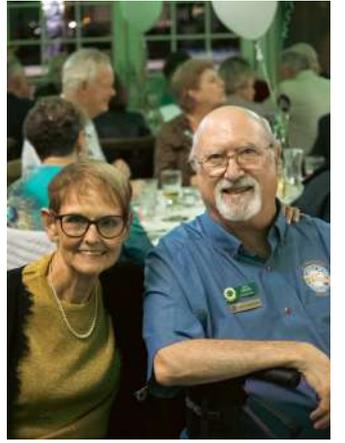
While the events officially began on the weekend, many members arrived on Friday May 16 to ensure they didn't miss any of the festivities. Friends new and old met across the town, celebrating and reminiscing on the history of the club that had brought everyone together for the occasion. Unfortunately, Mother Nature was not so cheery; as Friday night gave way to Saturday morning, Toowoomba delivered some of its worst weather of the season, with an incredible 59mm of rain recorded on the big day! However, not even the cruellest weather in autumn could dampen the spirits of the near 200 members who had arrived for the event. Phenomenal Jaguar cars could be seen in almost every hotel, motel and bed-and-breakfast car park in town, ranging from the incredible classics of the 60s and 70s all the way up to the sleek modern sedans and SUVs. For a day so miserable, the town was positively buzzing as the cars arrived for a preliminary meet-and-greet. Many didn't realise the full scope of the event until they were faced with the massive tribe of people in matching regalia, all equally as amazed and impressed by the attendance. Exquisite Jaguars from every generation were on display, maintaining their striking presence even in the unfortunate weather. The thanks for this incredible display must go to the brilliant Terry Whitehouse, who planned and coordinated the event alongside many others who made the day that little bit more seamless. Though many could have enjoyed the cars and the company well into the night, by mid-afternoon it was time to head back and prepare for the main event.

By nightfall the rain had eased, and everyone was dressed in their best in preparation for the special occasion. While there were some issues transporting everyone to the venue, the Toowoomba Turf Club sure made up for the trouble, with a luxurious and spacious area laid out for the club to enjoy a fantastic dinner and presentation. After the massive line of attendees had been assigned their tables, claimed their drinks and taken their seats, everyone was treated to three courses of incredible dining from the locals. Intertwined throughout the evening were speeches

and insights provided by some of the JDCQ's finest, including past presidents Peter Fast, Graham Hein and John Tupicoff, with a concluding address from Di Cooper as current president. It was truly fascinating to hear about the origins of the club and how it came to be, and the insights provided by all the speakers on the night made it that much more special. As the formalities came to an end, the past presidents and life members gathered by the presentation stage to have a photo taken and cut the anniversary cake; a fittingly positive note to end the festivities of the night on. A massive thanks must go to Wendy Gross for her coordination of the evening's events, which required months of rigorous and meticulous planning. On the night, Wendy and her team were busy ensuring everyone was settled and had the best possible experience, and we are extremely grateful for everything she contributed to the weekend to make it as special as it was.

When everyone had finished up chatting with friends new and old, it was time to hit the hay in anticipation of Sunday's offerings. The members had two options for their last day of the weekend: visit the extraordinary David Hack Classic, featuring incredible cars, trucks and planes from across the State, or enjoy a leisurely cruise among the Jags out of Toowoomba and to a country town pub for lunch. Both events had strong JDCQ turnouts, with Jaguars popping up all around Toowoomba bright and early on Sunday morning.

Overall, the fiftieth anniversary weekend was a resounding success, with nothing but glowing reports from members statewide. It was an incredible opportunity to meet and connect with like-minded fellow members from across the State, and a fitting way to celebrate the club and the cars we love so much. On behalf of all the members from across Queensland, we would like to thank the committee for their tireless work behind the scenes preparing for this event and making it as special as it could be. Months of preparation went into creating such an incredible weekend, and none of it would've been possible without the volunteered time and effort of so many talented individuals. Here's to another 50 years of the Jaguar Drivers' Club of Queensland!





The celebrations continued into Sunday. For those for whom one day of car displays was not enough, there was the David Hack Memorial Air and Car Show run by the local Rotary Club. For the rest, there was a leisurely run in the countryside for those who preferred a little driving.

Twenty-four cars met at Freyling Park on the south side of Toowoomba at the respectable hour of 9.45 AM. There was even a member who had driven up from Mount Tamborine that morning. The weather was perfect! What a sight it was in the rear-view mirror as we convoyed down the New England Highway through green fields and great vistas.

First stop was the historic Steele Rudd Memorial Park in Greenmount. Arthur Hoey Davis, also known as Steele Rudd (the author of the famous Dad and Dave book series), was born in nearby Drayton, and a replica of the tiny hut which was his childhood home in Emu Creek and other outbuildings typical of a selection farm of the time have been erected.

The drive through the countryside, including Clifton, continued until we arrived at Nobby. The pioneer of the radical treatment for polio, Sister Elizabeth Kenny, spent a lot of her life around Nobby and the most informative Sister Kenny Museum is just down the street from Rudd's Pub, where there is lots of memorabilia. This was where we stopped for lunch. For a little town, Nobby has these two attractions and a wonderful craft shop, so everyone had things to see and do before lunch.



DGU73

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HISTORIC HOTEL
BAR



David Hack Classic

Tony Brett

The David Hack Classic is a premier War Bird Fly-In and Classic Car Display Day held annually in the beautiful city of Toowoomba. The event can be likened to a mini one-day Goodwood Revival, but without the motor racing. An abundance of desirable cars and memorabilia, plus a selection of unique and treasured warbirds from all over Australia, were on show.

Some background

David Hack was a young man who planned a special event for his 28th birthday to celebrate his passions: warbirds, classic cars and photography. Unfortunately, David died of leukaemia a couple of days before his 28th birthday. David had been active in the Toowoomba South Rotaract Club, and members of the Toowoomba North Rotary Club adopted David's concept. The inaugural David Hack Classic Meet was held in 1999.

The event has been staged each year since, with the exception of the two Covid years, and 2025 marks the 25th staging of the event.

18 May 2025

By chance, the David Hack organisers heard of our plans to celebrate the JDCQ's 50th Anniversary, and also the 50th Anniversary of the release of the XJC and XJS models, which was to be held on the same weekend as their event. Consequently, a most generous invitation was issued and gratefully accepted.

On the day, it was hard to estimate just how many cars graced the old Toowoomba Airport. A conservative guess would be over a thousand though. All different makes, many in absolutely stunning condition, came from far and wide. Our forty-five Jaguars were given pride of place along the edge of the taxiway leading to the Aerotech Hangar, where the warbirds were displayed under cover.

We had a close-up view of proceedings as the aircraft arrived and were towed down the taxiway to the hangar, their wings shadowing our cars. Among others flying in were the two last airworthy Spitfires in Australia, a Mustang, and a Wirraway.

Providing colour and adding to the atmosphere was a country band and the Doo Wop girls and accompanist, who roamed the grounds throughout the day. One of the best spectacles was the fashion parade, featuring period outfits for all occasions.

Our members Rod & Sue Greasley dressed up to complement their 1939 SS Drop Head Jaguar, and were awarded a prize for the more "mature" entrants. As a bonus, the car also won the prize for Best British Car. This is the same car that Rod and Sue drove across the Nullarbor Plain to Perth for the Covid-cancelled 2020 Perth National Rally. Not to be outdone, Colin Gally's black 1947 MK IV Saloon won the prize for Best Restored Original.

JDCQ had a large number of XJS's of all varieties, but sadly just one XJC. The other XJC had a serious engine malfunction just days before the weekend. Rounding out a display of vintage Jaguars was the SS 1 DHC of Colin Keil and a further SS 1 Saloon, that I suspect is not owned by a club member.

The day proved to be an immersive spectacle, made even more special by the organisers providing a Jaguar anniversary cake. David Hack Classic 2025 certainly proved to be a day of fun, good spirits and enjoyment of being involved in the creation of something rather special. It is an event I'd recommend placing on the calendar for future years.





Capricornia Register Register Report

by Kris Rodda

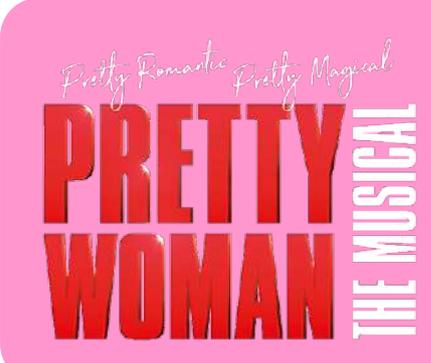
To commemorate the 50th anniversary of JDCQ, we had a great contingent go on the trip to Toowoomba. A really great event, full marks to all who made it happen.

On Sunday May 25, we had an outing to a car show called Classic by the Coast. All Classic Motor Club runs the show, with all money raised going to charities. There were over 300 cars on display of all types and brands, including ten of our own. On the radio 4RO Monday morning, there was a caller who commented on the Jaguar Display. I've never seen any other car group have a display.

Our next outing is also a meeting on the 15th of June. We are having morning Tea at Jolt Café in Rockhampton and followed by a meeting. After the meeting, we are heading out to the Kabra Hotel, a little west of Rockhampton.

Some of us are looking at joining the Wide Bay Burnett Register for a trip to Cania Gorge on 19 and 20 July for an overnight stay, with a Christmas in July theme. Our August event is a run out to Emerald's Fairbairn Dam for an overnigher.

Brisbane Register Save the Date



Pretty Romantic, Pretty Magical
PRETTY WOMAN THE MUSICAL

Pretty Woman: The Musical
is coming to QPAC's Lyric Theatre
7:00 pm, Wednesday 8 October 2025

- JDCQ Brisbane Register Group Booking
- Concession \$95, non-concession \$99 per ticket
- Secure tickets with payment before 4 August 2025 to
- Brisbane Register JDCQ - BSB 484 799 Acc 506117953

Contact Jeanette Lind with any queries
jeanettelind@bigpond.com / 0417 920 780

Mackay Whitsunday Register Formal Dinner at Ocean International

Event Report by Lyn Wolzak

A dinner to celebrate founding and long-standing members was held at Ocean International on May 10, with special guest Cheryl Murray flying up from Bribie Island for the event.

Cheryl, along with Warwick and Sue McAllister, Rick Campbell, Lyn and Tonny Wolzak (who all attended the first meeting in 1994) were joined by Paul and Maree O'Grady, Sarah and Andy Williams (also members of over twenty-five years) and Lindsay Duff for a very enjoyable evening.

Everyone adhered to the formal dress standard, with the McAllisters wearing kimonos (impressive). The weekend was topped off with a follow-up breakfast for Mother's Day. Everyone scrubbed up very well, and it will be hard to beat on the next outing.



Gold Coast Register

May-June Update

Photos of recent events



Above: lunch at St Bernards Hotel, Mt. Tamborine.

Below: lunch at the Alleygators Rugby Club in Currumbin.



Wide Bay Burnett Register Flying the Jag Flag

Downunder Beachfest Caloundra 2025

Last month Toni and I were lucky enough to attend Downunder Beachfest at Caloundra. We took our Mk1, Percy, and stayed at Monaco Apartments near Bulcock Beach, so we were right in the middle of the action.

Percy ran like a dream, with the exception of blowing a headlight bulb on our first night adventure. Sometimes it was difficult to hear Percy running when you were parked next to a big Torana with a blower sticking out of the bonnet!

The event was extremely well organised and everyone was friendly and welcoming. If you get the chance check it out. You will see us there again next year, as we have already rebooked!



Darling Downs Register Annual Poker Run *Event Report*

On 8 June, the Darling Downs Register met at Lake Apex Gatton for their annual Poker run. This year it was organised by Marilyn and Michael, who based it down the range in the Lockyer Valley. Our first card was drawn at the assembly point before we set off to Cormorant Bay, Wivenhoe Dam. We stopped at Atkinson Dam and Coominya to draw our second and third cards.

We had a pleasant and relaxed morning tea at Cormorant Bay, and many of us reminisced about the days when the club used to hold our Australia Day BBQ at this spot. Many lovely memories. Our fourth card was drawn during this time, and at about eleven we set off for the run back to the Gatton Cultural Centre for lunch and to draw our fifth card. After lunch we moved outside to have our AGM and raffle. All the committee members were reinstated for another year. Winners of the poker were first Colin, second Kieran and third Marie - apologies if I have those around the wrong way.

Our thanks to Marilyn and Michael for organising a great day.



Mk 2 Burlblings

Robin Todd

With the 50th anniversary of the formation of The Jaguar Drivers' Club of Queensland just recently celebrated, it seemed appropriate for me to talk for a moment or two about the Club and what it means to us. Going back a few years, and with early retirement on offer, what do we do to occupy our time? We thought about what we liked and joined the appropriate clubs. We joined a couple of car clubs, a sailing club, a steam railway club, a historic car racing club, a horse racing club, and a doll club to see where it would take us.

I had been a fan of Jaguar and the beautiful exhaust sound of the XK engine from way back in my boarding school days, when my brother used to take me to the boat racing on the Mandalay Reach of the Brisbane River of a Sunday afternoon. Our favourite boat was a skiff named Typhoon fitted with a Jaguar Motor. He then took me to the Australian Grand Prix at Southport, which was won by a Jaguar engine in a HWM, and that same year gave me a booklet produced by the motor (I think) about Le Mans that year (1954) when Jaguar so nearly won Le Mans with the beautiful D Type. After many years of yearning, before realising that I would never own a D Type, I subsequently fell headlong for a certain Mk1 in BRG with wire wheels and a noisy exhaust. As you would expect, I eventually bought a Grey Mk2 and joined the JDCQ.

The first meeting we attended was at the Norman Park Bowls Club, or some sort of club anyhow. Valerie had a chat with the ladies who met us at the door, Loy, Monica and Bronwyn, and decided that they couldn't be nicer, so this was the friendly club for us.

Following the myth that you get back what you put into a club or organisation, I offered my services for the position of Register Secretary for the Mk2 Register. In those days there was a separate register for each model, and this particular position was about to become vacant. The first job of that position, or so I was told, was to organise the "Jolly's Lookout Breakfast". The main part of the job was to go up the mountain early and light all the barbecues so that any interlopers would be discouraged, and we could have the venue to ourselves. We left home about 5.30 AM to head up Mount Glorious, and what an absolutely brilliant drive it turned out to be. The engine loved the cold air and when we started the climb I locked the transmission into second, or more correctly Intermediate Hold, and we cruised up the hill so that with the rear quarter windows open (as should be the case when driving any Mk2) we could listen to the absolutely beautiful symphony from the exhaust as we accelerated then backed off for each of the corners. Our car has a beautiful exhaust note in the 2000-4000 RPM range so without hurrying, just cruising and admiring the view of the sunrise and the mist in the valleys, it was a perfect drive and that is why a Mk2 Bubbles.

Richard used to come up early with a load of wood in his E Type too when we found that the Council Rangers took away all the wood because the hoons were only burning it! One day I did suggest that that's what it was there for, but as he seemed he was about to go for

the gun he wasn't wearing I dropped the subject. Interestingly, when I spoke to the Council about our City Lights BBQ in the park under the Story Bridge, they were totally helpful, including roping off the area for us.

Bill used to meet the rest of the group down at the Ashgrove Shopping Centre and lead the convoy. That was the finale to the Symphony, sitting up on the mountain listening to all the other Jaguars. The event proved so popular in its heyday that we completely filled the car park and the access road, so that when Clive and his E Type gang arrived after their early morning run, they had no place to park.

At our "Country Lunch" last week we had a little reminisce about the events or runs we had enjoyed, but without a doubt the Jolly's Lookout is still my favourite, and we still enjoy the company of the people who make up the Club.

Some days are good and some even better. Keep Safe.

Country Luncheon Calendar 2025

Meet at the venue at or about 11.30am for 12 Noon

- Wednesday, the 9th July 2025 – Marburg Hotel, Marburg
- Wednesday, the 13th August 2025 – Warwick Garden Centre, Warwick
- Wednesday, the 10th September 2025 – Flavours Cafe, Boonah
- Wednesday, the 8th October 2025 – Rudd's Pub, Nobby
- Wednesday, the 12th November 2025 – Christmas Party Bestbrook Resort, Maryvale

**The Sandy Creek Pub, Warwick is now serving lunch Wednesday again so becomes first reserve

Rumour says the Yangan Pub will not be open soon Venues may be changed depending on a 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.

I send a reminder email 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.

Hope to see you somewhere sometime.

Robin & Valerie Todd

Ph 07 4664 8509

E-mail: randvtodd97@gmail.com



Too much voltage?

I was contacted by a club member who told me that he'd had a number of distributor rotor arm failures in his 1960s Jaguar. They were failing internally and shorting to earth. He had finally found one that was not. This led me to ask him what sort of ignition system he was running and he advised that he had used an after-market system, but he was now using a standard coil and breaker system.

Those early model ignition generating systems of points, coil, and condenser used by Jaguar up towards the end of the Series 2 XJ6 were using output spark voltages typically between 10,000 and 15,000 volts. The associated systems of distributor rotor arm, distributor cap and sparkplug leads were designed to handle those sorts of voltages.

With the introduction of electronically generated spark systems and increased spark voltages, the older systems just did not cope with these changes. One problem I encountered was failure in the Series 3 XJ6 distributor rotor arms. The old PVC ignition leads with a wire lead would also break under the higher voltages. Internal arcing in the distributor cap wasn't unknown.

So, if you are running one of these early Jaguars be a little wary about upgrading the ignition. Don't fall for the trap of higher spark voltages because your ancient ignition components may not withstand them.

The Utah MK1

I have previously mentioned this chap who has been quietly getting a MK1 back into action. The latest was a fuel gauge problem in that after he filled the tank the gauge continued to show full even when the tank was down to half full. Here is my reply:

"G'day Schmitty

IMPORTANT – NO SMOKING OR NAKED FLAMES while doing this. Also, disconnect the battery earth. Disconnect the wires to the gauge noting there are 3. Don't lose track of the 2 central wires. One is for the gauge and the other for the low fuel tank warning. The third is for the earth.

Remove the whole fuel tank gauge sender from the fuel tank. I think there are ~6 to 8 screws. Examine the fuel gauge sender wiper arm. It will probably need a big dose of WD-40 or similar penetrating oil, primarily on the shaft supporting the float arm. With a bit of gentle manoeuvring, you should be able to free up the arms travel.

This unit is unique to Mk1s, being a direct resistance measuring system. Mk2 units drop into the same hole but are completely different, being a "bridge" measuring system.

Let us know how it goes. Cheers Bill."

Otherwise

Things have been fairly quiet in the Jaguar division and there have been a number of other distractions, including finalising the Piper Cherokee's annual inspection as it is now on the market. The grass has finally slowed down so the rider mower and I can take a bit of a spell.

I still have to put the head back on the MK2. The X300 has developed an ominous clunk in the front end which I put down to a hard hit in a badly repaired pothole in the bitumen on highway 15 in the Gladfield area between Warwick and Brisbane.

I have added another blast from the past, this one from August 2004:

Salvaging Rubber Seals

One rather expensive area of car restoration is replacing door and boot lid rubber seals. When I was doing up my metallic grey Mk1, which came in pieces, I noted that there was a grotty pile of rubber seals in the bottom of the box of bits that came with the car, and I nearly threw them out. However, it is rather difficult and expensive to replace Mk1 door rubbers if you want the original pattern, which these were.

On inspection these seals turned out to be quite sound, meaning they were not falling apart, but were liberally coated with old paint, contact cement and plenty of dirt. I attacked one piece of rubber with a rag soaked in lacquer thinner and made some progress but it was apparent that it would be a long, drawn-out process.

As an experiment I put one piece of seal in an old jar and covered it with lacquer thinner, whacked on the lid and put it aside for half an hour. When I removed it, I found the old paint and contact cement came off very easily. I repeated the process for the rest of the seals and in a couple of hours they were cleaned up, ready for installation and looking as good as new. I did let them dry out for a day or so as I was unsure if any of the lacquer thinner was still in the rubber, which might affect the painted surfaces on which I was going to stick the seal.

On a similar theme, I recently had to remove the kick plates on the blue Mk2 as I was replacing the carpet. This entails removal of the bottom section of the door seal to get at the screws or rivets holding on the kick plate. Using the above method makes it very easy to clean up the seal prior to replacement; however, it is very difficult to remove the old contact cement from the door sill and kick plate. Lacquer thinners are a definite no-no unless you are totally confident that the paint finish is a 2-pack system.

One solvent for contact cement-type glues is toluene/methylbenzene. Although there is some present in modern lead-free petrol the best source is in grease and wax remover used prior to painting cars. One common generic name is "Prepsol" however Supercheap sell it as "Grease and Wax Remover". Liberally wetting the area with this solvent is a start. Then, soak a piece of coarse cloth material in the solvent, rub briskly onto the area to get the contact cement coming off fairly easily. Use rubber chemical-resistant gloves when doing this sort of work, as toluene/methylbenzene chemicals penetrate human skin. Avoid breathing the vapours by at least working in a well-ventilated area.

I should mention that there are other glues/methods of attaching the sealing rubbers. One involves the use of "super glue" adhesive. I am told this is favoured by some concours restorers as there is no mess typical of contact cement operations. I have used this system to attach small rubber parts to cars and it does work. Its main disadvantage may be in being too permanent a bond, meaning the rubber seal may tear if you need to remove it, such as in the above kick plate saga.

Another glue I have used is "Sikaflex", a rather expensive cartridge-based product that is very good. However, for the average restorer, even a complete set of door seals and boot lid rubber etc. will not use up one cartridge, and once it is opened it has a very short shelf life. I also suspect it of making a too permanent bond, meaning removal of any rubbers will involve replacement with new rubbers.

Until next issue – safe Jaguaring



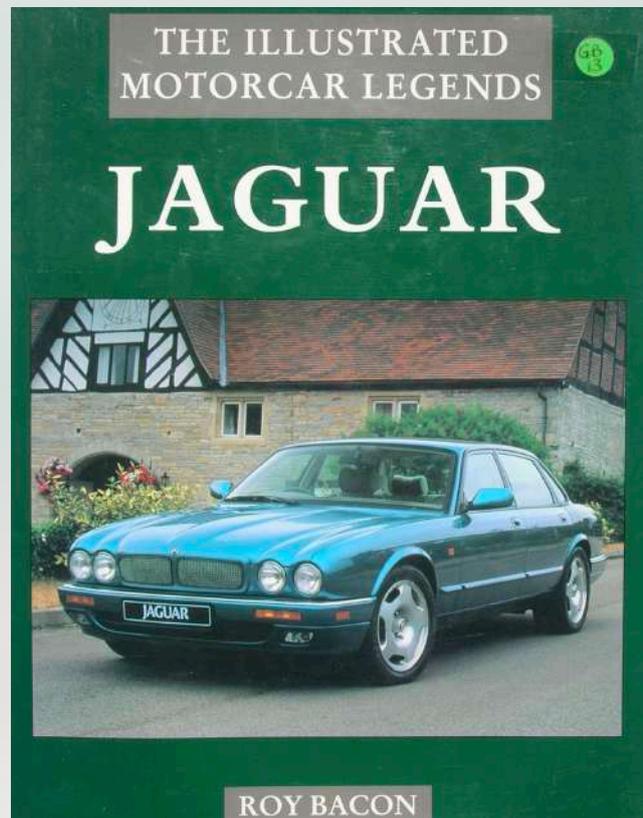
Library News

Ray Hodges

Jaguar - Illustrated Motorcar Legends

Author – Roy Bacon.

Published in 1996 by
Promotional Reprint Company.



Grace... Space... Pace, said the postwar advertisements to sum up the accomplishments of William Lyons, who put his stamp on all these designs for so many years. The prewar SS100, the XK series, the Mk2 beloved of the TV cops and robbers, the E Type and the XJ series were all products of his fertile mind.

In 1996 Jaguar stood high, noted for its standards of design and build quality. Thus, it was when the company started, at first making sidecars, then special, stylish bodies for prosaic cars, then the first SS, and then the Jaguar name. Always there was more car for the money, Lyons using his skills to offer performance and style at a price many could not otherwise afford.

A Jaguar is easy to recognise on the road, its distinctive line standing out from the crowded highway as others blend into the same anonymous, wind-tunnel derived form.

They are all in these pages, most in colour, with some words to string the story along. But the pleasure is to recall the lines of the models, their sheer style, elegance, proud racing honours, and how they could run down the road with so much performance.

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

Stu Gross

Hello JDCQ Members,

The Club would like to welcome the following new members who have joined since the May/June issue of Queensland Jaguar Driver was published:

Justin & Susan Handley (Brisbane)
Michael & Julie-ann Worthington (Brisbane)
Richard & Isabelle Dowling (Wide Bay Burnett)
Terry & Irene Howard (Brisbane)
Gary & Trudy Whinnett (Brisbane)
Bruce & Stephanie Fullerton (Brisbane)
Alex Cocking (Brisbane)
John & Bernadette Robinson (Gold Coast)
Glen & Karen Bird (Far North Qld)
Andrew McMath (Gold Coast)
Sam McMath (Gold Coast)

JDCQ now has 446 members.

JDCQ membership renewal was **due on 30/06/2025**. Thank you to all of those who paid their annual renewal fee by the due date. For those who did not, please double check your email inbox for a renewal notice (sent in early June). Payment instructions below:

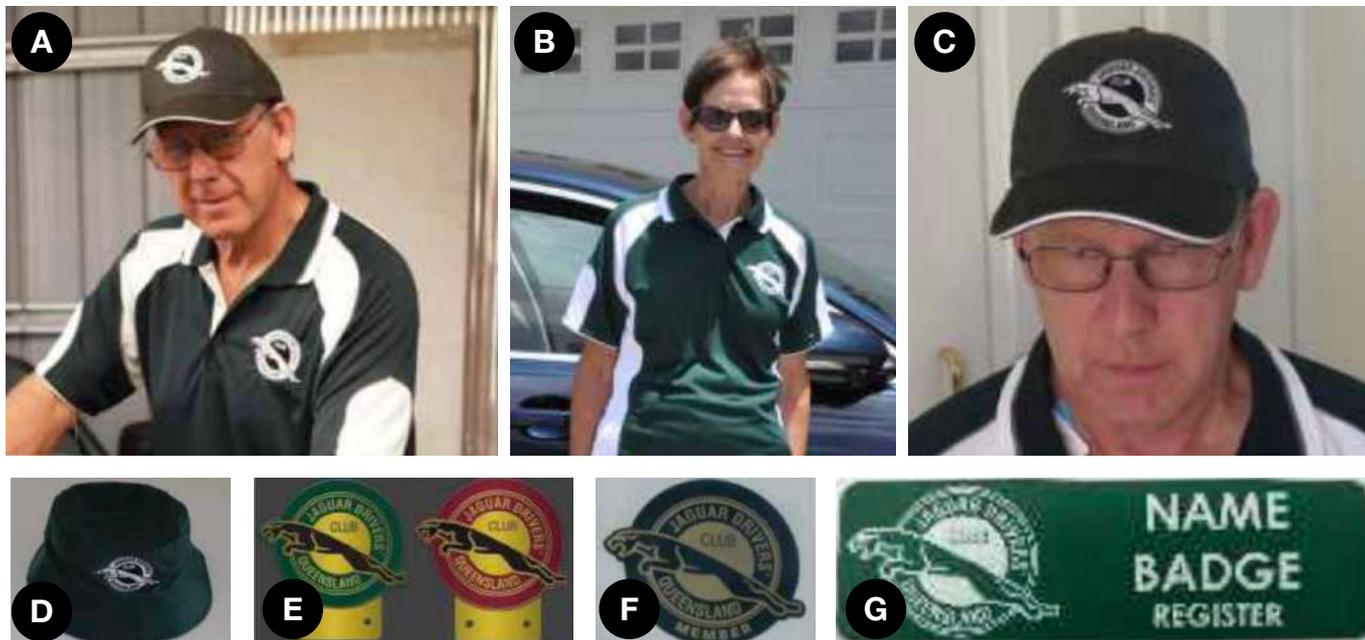
\$75
Account name: JDCQ
BSB: 484-799
Acct No: 02 456 7129

Please note, your member number **must be included as the reference**. If you cannot recall your member number, please refer to your membership card or contact the Chairperson or Secretary of your register. Payments made using PayPal/Credit Card automatically include your member number.

Regards,
Stu Gross



Club Regalia Order Form



Club regalia is green and white with embroidered club logo.

Mens shirt sizes range from small to 4XL. Ladies shirt style ranges from Size 8 to Size 12.

Sun protection UPF 30. Shirt material 50% polyester, 50% cooldry (breathable comfort of cotton and the quick dry of polyester)

Item ref. (see above)	Item name	Price	Postage (if required)	Total
A / B	First shirt (Size: _____)	\$30.00	\$11.00	\$
A / B	Second shirt (Size: _____)	\$30.00	\$5.00	\$
C	Baseball cap	\$15.00	\$3.60 (\$0.00 with a shirt)	\$
D	Bucket hat	\$15.00	\$3.60 (\$0.00 with a shirt)	\$
E	Grille badge	\$33.00	\$3.60	\$
F	Window sticker	\$2.00	\$1.20	\$
G	Name badge (with magnet)	\$12.50	\$3.60	\$
H	Name badge magnet only	\$3.00	\$1.20	\$
TOTAL				\$

Name: _____

Membership Number: _____

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

Or post to JDCQ at 18/194 Bishop Road, Beachmere 4510

Payment by bank transfer to JDCQ — BSB 484-799 — Acct. no. 02 4567 129 (include member no. as reference)

To advertise, please contact Paul Lucas at **0481 490 334** or **info@jagqld.org.au**

Members - Free

Non-Members - \$30 for 2 issues



1996 Jaguar XJ6

Luxury & Performance

Well-maintained sedan with 327,952 km, powered by a smooth 4.0L inline-6 petrol engine. It offers rear-wheel drive, automatic transmission, a refined, comfortable ride and a well-preserved interior.

Price: \$6,000

Contact: Marc Piotrowski 0410 747 940

Location: Palmwoods, QLD



2005 Jaguar X350 XJR

Expression of Interest

High-performance luxury sedan with just 113,000 km, featuring performance upgrades and a 4.2L V8 supercharged petrol engine. RWD and a 6-speed auto transmission deliver a dynamic experience.

Price: Expressions of Interest

Contact: Chris Millard 0428 176 430

Location: Rockhampton, QLD



2015 Jaguar XE 25t R-Sport Auto

Modern Compact

Single-owner RWD vehicle with 202,300 km, powered by the reliable pre-Ingenuim 2.0L 4-cyl turbo petrol engine. Full service history, \$19,000 of factory options, and in excellent mechanical condition.

Price: \$27,000

Contact: Ross Bate 0418 779 994, rossbate@hotmail.com

Location: D'Aguilar, QLD



1960 Jaguar MkII 3.8

Tidy & Timeless

Reliable daily driver for 7+ years with extensive mechanical work incl. engine, cooling, brakes & rust repair. Supra manual transmission for improved driving. Moss overdrive gearbox available separately.

Price: \$36,000 negotiable

Contact: Ross Young 0418 219 549

Location: Paddington, QLD



1988 Jaguar Sovereign XJ6 (XJ40) Sports

Timeless British Luxury Sedan

3.6L petrol engine and 273,600 km on the clock, offered unregistered with a recent safety certificate dated 29/5/24. Available for viewing in Kingaroy—perfect for collectors or enthusiasts.

Price: \$4,000

Contact: Robert McKitterick 0417 152 003

Location: Kingaroy, QLD



1988 Jaguar XJ6 (XJ40)

Urgent Sale

3.6L engine, 192,000 km, always garaged and in fair condition, registered and located in Torquay, Hervey Bay. Comes with air conditioning, and 4 original tyres available for an additional \$1,000.

Price: \$3,000

Contact: Dorothy Forrest 0419 583 180

Location: Torquay, Queensland



2012 Jaguar XKR (X150)

Fully optioned 5.0L Supercharged V8 with only 46,000 km

Stunning coupe in rare Azure Blue with Charcoal interior. Bowers & Wilkins audio, sat nav, reversing camera, heated seats, and 20" Nevis rims. Former JLRA senior executive car, meticulously maintained.

Price: \$85,500

Contact: Chris Haigh 0418 277 440, crhaigh@bigpond.com

Location: Sydney, NSW



1972 E-Type Series 3 Manual Fixed Head Coupe

An Elite Example of this Iconic V12 Grand Tourer

Meticulously restored to Concours condition by Graeme Lord in 1990 and winner of the E-Type Class at the 1991 National Rally. With just 71,600 miles, it remains in outstanding condition.

Price: \$165,000
Contact: Chris Haigh 0418 277 440
Location: Sydney, NSW



1992 Daimler 4 Litre Auto (XJ40)

Offered for sale for the first time in 25 years

Well-maintained sedan with 198,170 km – mostly country NSW driving. Always garaged and lovingly cared for by an enthusiast owner, it's in excellent condition with only minor cosmetic flaws.

Price: \$19,000
Contact: Anthony Whyte 0413 324 426
Location: St Lucia, QLD



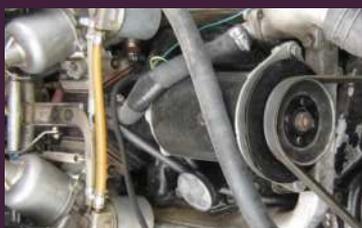
Jaguar MkII Project Car

An excellent restoration base

Complete car ready for paint and reassembly. Includes numerous new/old stock parts. A great opportunity for enthusiasts looking to complete a classic. Transport assistance available.

Price: \$10,000
Contact: Arthur Bock 0408 761 474, aergbock@bigpond.com
Location: Maryborough, QLD

Parts & Accessories

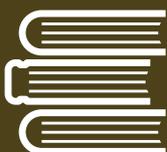


2 x Daimler 1966 V8-250 Engines

Call or email for more information or to arrange a viewing

Two 2.5L V8 engines with auto transmissions and all engine electrics included – one reconditioned, the other from a running vehicle. Available for inspection in Thornlands (Redlands) from 4-11th July.

Price: Open to reasonable offers
Contact: Rob Eaton 0401 890 024, eatonzoo@gmail.com
Location: Thornlands, QLD



Jaguar Magazines

Get in touch to give them a good home

Long-time XJS owner (and former JDC member) looking to rehome a collection of Jaguar Mags due to an upcoming move. Happy to provide issue numbers if you're interested.

Price: Free
Contact: Dan Quinn 0418 793 267, danquinn2000@gmail.com
Location: Hunchy, QLD

Wanted

E-Type Steering Column

For 1972 S3

Upper steering column with intact collapsible shaft for right hand drive 1972 S3 E-Type.

Contact: John Herbert ssherbet1@bigpond.com
Location: Australia, QLD

1984 XJS HE Headlamps

Tried eBay and UK contacts without success

Restoring my XJS with a broken RHS headlight lens causing silvering failure due to water ingress. Does the Club have recommended sources for replacement parts?

Contact: Terry Howard terryh@itrqld.com.au
Location: QLD

Promote your business in these pages

Full Colour Quarter Page (95mm wide x 130mm tall) \$350 for 6 issues
Full Colour Half Page (190mm wide x 130mm tall) \$700 for 6 issues

Contact the treasurer at treasurer@jagqld.org.au

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18/194 Bishop Road, Beachmere 4510

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QHMC Representative	Paul Lucas	0481 490 334	info@jagqld.org.au

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Almoner	Jim Reid	0418 880 865	
Committee Members	Barry & Joy Cooper, Graham Heather, James Jarvis, Paul Lucas, John McGagh		

Gold Coast Register

The Secretary, JDCQ Gold Coast Register, Att. Mrs. Jane Mikkelsen, 151 Tierney Drive Currumbin Waters QLD 4223

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Committee Members	Diana Hogan, Arthur Kontalis, Chris Miers, Andrew Danks, Faye Wallis and Julie Jones		

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Darling Downs Register

P.O. Box 6396 Toowoomba West 4350

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Mackay - Whitsunday Register

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Sunshine Coast Register

jdcqsunshinecoast@jagqld.org.au

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Non Portfolio	Debbie Herbert, Suzy Johnson, David Lewis, Chris Holland, Laurie & Sue Pearce		

Wide Bay Burnett Register

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Chairman	Arthur Bock	0408 761 474	aergbock@bigpond.com
Secretary	Sandy Hillyard	0438 513 282	hillyardsandy@gmail.com
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Facebook Editor	Gaylene McLean	0437 927 800	gaylene.mclean@yahoo.com
Social Secretary	Bob McLean	0428 781 901	the_mcleans2003@yahoo.com.au
Editors	Robert & Toni Pearce		

Far North Queensland Register

Chairman	Ron Donges	0459 396 528	dongestab@gmail.com
Secretary	Glenda Unwin	0411 577 097	dgun41@hotmail.com
Treasurer	Karen Bird	0438 718 281	beyonda@bigpond.com
Committee	Doug Unwin, Carmel Donges		

Model Registers

Chassis Cars

Terry Whitehouse 0409 072 500



SS, MkIV, MkV



XK120, XK140, XK150



C-Type, D-Type



MkVII, MkVIII, MkIX

Classic Monocoque

Bill McMonagle 0418 647 981 / Robin Todd 4664 8509



MkI, MkII, 240, 340, Daimler V8



S-Type



420 Compact



MkX, 420G, DS420

E-Type and F-Type

E-Type: Tony Nelson 0421 646 945
F-Type: Clive Arnold 0403 054 846



E-Type



F-Type

Classic XJ

Ron Formella formella@antmail.com.au



XJ6, XJ12, Series 1, 2, 3



XJ6C, XJ12C

Grand Tourer

Tony Brett 0404 804 952



XJS



XK8, XKR, X100, X150

Sporting/Modified

Tony Herald 0407 625 278



Modern Luxury Saloons

Paul Lucas 0481 490 334



XJ40



X300, X308, XJR



X350



X351

Modern Compacts

Terry Whitehouse 0409 072 500



S-Type



X-Type



XF



XE

Crossover Register

Stu Gross 0498 203 227



F-Pace



I-Pace



E-Pace

To feature your Jaguar on this page, please email a clear, landscape image to editor@jagqld.org.au

Membership Application Form

INVOICE

Jaguar Drivers Club of Queensland Inc. (IA 18106)

ABN: 31 195 910 938

18/194 Bishop Road, Beachmere QLD 4510

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 2025 – 30th June 2026):

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

Part year Membership (If after 1st January 2026, membership expiry 30th June 2026):

\$55 + \$50 Joining Fee = \$105 – 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.

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<i>Welcome Letter</i>	
<i>Current Magazine</i>	
<i>Badges Ordered</i>	
<i>Badges Given/Sent</i>	
<i>Regional and Model Register Advised</i>	

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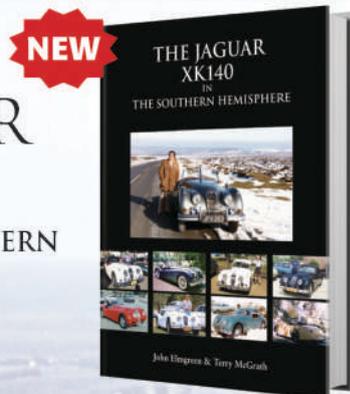
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