

Queensland

JAGUAR

Driver

March - April 2025



Official Journal of the Jaguar Drivers' Club of Queensland
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Queensland Jaguar Driver March - April 2025

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



Hi Everyone,
That's me, back in my Jaguar ears for the very last time. This will be my last issue as Editor, two lovely young men, brothers Sam and Andrew McMath, from the Gold Coast, have kindly volunteered their time, to take on the position of Joint Editors. This is a great opportunity for the club to

have young people taking on roles within the club. They will both have computer skills, that I could only dream of and the added bonus, they actually love the Jaguar cars and know a bit about them, other than, 'Oh that's a pretty red one'.

Andrew and Sam will, no doubt, introduce themselves, in their first Editorial.

I look forward to seeing as many of you as possible, at the 50th Anniversary weekend, if you haven't already booked the dinner and ordered regalia, please do so as soon as possible, as these events need numbers early, to be able to organise successfully, all the information you need is in this issue.

I am informed by 'he who would like a bigger shed', that it is also 80 years since the Jaguar name changed from SS and it is also the end of the internal combustion engine in Jaguar.

A great deal of hard work, over a considerable amount of time, has gone into organising the 50th Anniversary Weekend, and is still ongoing, so please support your club and make this an event we can all look back on, with pride.

I have enjoyed my role as Editor since that first issue in June 2017, I'm sure I am no longer as shy and quiet as I used to be, I can almost hear the other half saying, when was she ever shy and quiet.

That just leaves me to say my farewell, as Editor, for the last time, see you around at various events, travel safe, stay happy and have fun.

Your Editor

June.

Editor quick note: apologies for the lateness of the magazine, I have been in hospital for five days with no internet, but as they say, better late than never!

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Cover Picture

Beautiful 1995 X300 belonging to Peter Shields of Darling Downs Register

Next Jaguar Driver Magazine.

Deadlines for
Closing Date for Contributions 24 April 2025
Classifieds Deadline 22 April 2025

Life Members

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

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Jaguar Drivers' Club of Queensland Forthcoming Events

MARCH - MAY 2025 EVENTS

Brisbane Register

Wednesday 5th March	Abbey visit, Brisbane Motor Museum exhibit, Sports Car Spectacular
April	Register meeting 10.30am North Side
Sunday 27th April	Bunyip Festival contact John Somerset
Sat/Sun 17th/18th May	50th Anniversary Weekend (details in this issue)

Capricornia Register

Sunday 16th October	Outing Steve organising Awoonga Dam Fish Hatchery, lunch at Digges Arms Hotel Calliope
Fri 4th April – Mon 7th April	National Rally Bathurst
Fri 4th April – Mon 7th April	Rocky Nationals Rockhampton
Sunday 27th April	Meeting at Gladstone CWA Hall, lunch venue TBA
Sat/Sun 17th/18th May	50th Anniversary in Toowoomba
Saturday 24th May	Raglan fly-in Rodney Liaising
Sunday 28th May	Classics by the Coast, Emu Park, Chris M. will organise car display

Darling Downs Register

Wednesday 12th March	Monocoque Register lunch at Railway Street Allora Robin 46645809
Saturday 22nd March	Modern Compact/Chassis Based lunch at The Bottletree Pub Glamorgan Vale Terry 0409072500
Wednesday 9th April	Monocoque lunch at Bull and Barley Cambooya Robin 46645809
Sunday 13th April	Picnic Run details TBA
Saturday 27th April	Modern Compact/Chassis Based lunch at The Bottletree pub Glamorgan Vale Terry 0409072500
Wednesday 14th May	Monocoque lunch Greenmount Hotel Greenmount Robin 46645809
Sat/Sun 17th/18th May	50th Anniversary Weekend (details in this issue)
Saturday 25th May	Modern Compact/Chassis Based lunch at The Bottletree Pub Glamorgan Vale Terry 0409 072 500

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Gold Coast Register

Wednesday 5th March	Brunch at Greendays Restaurant Bundall	contact Diana Hogan
Sunday 23rd March	Lunch at Murwillumbah RSL	contact Andrew Danks 0437532475
Monday 24th March	Monthly Meeting	
Wednesday 9th April	Lunch at Bonnapatea House Mudgeeraba	Dick Kennedy 0401790036
Monday 28th April	Monthly Meeting	
Wednesday 7th May	Lunch at Mavis Kitchen Uki NSW	Jane Mikkelsen 0417029153
Sat/Sun 17th/18th May	50th Anniversary (details in this issue)	
Monday 26th May	Monthly Meeting	

Mackay - Whitsunday Register

Saturday 22nd March	Lunch at Gordon Hotel
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Sunshine Coast Register

Wednesday 12th March	Meet at Maroochy Bushland Botanic Garden for leisurely drive to lunch at Alfrescos Garden Café Eumundi
Fri-Mon 4th – 7th April	National Rally in Bathurst, Rod & Sue Greasley leading a run to the event for those interested
Sat/Sun 17th/18th May	50th Anniversary Toowoomba

Wide Bay Burnett Register

Sunday 16th March	outing to Bundaberg morning tea & meeting at Coonarr Beach lunch at Macadamias Australia
Sunday 13th April	outing to Gympie BYO morning tea at Robert and Toni's place lunch TBA
Sat/Sun 17/18th May	overnight to Toowoomba for 50th Anniversary details TBA

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.

Jaguar Today



President Di Cooper

Welcome Jaguar Enthusiasts to the March/April Edition of our Magazine. Thanks again to June Whitehouse for producing our Qld. Magazine.

Hopefully you all are thinking about attending our 50th Anniversary Celebrations in Toowoomba, 17/18th May, 2025. Car Display on the TAFE Oval behind the Cobb & Co. Museum is on the Saturday, starting in the morning. If you haven't already given Terry Whitehouse the particulars of the car you will have in attendance, please let him know so he can figure how he wants them to be displayed.

If you wish to purchase 50th Anniversary Regalia, there is a revised list in this magazine. As orders have been steadily coming in, please order now and pay into Club A/c, marked regalia, and also your name. Sorry I made a mistake with the Bank a/c in Nov/Dec Magazine, but the Bank has sorted it.

The correct Bank info. Is BSB 484799 A/c 024 567 129

There will still be some merchandise for sale on the Display Day but your size may not be available. You don't have to attend the weekend to purchase Regalia.

The Saturday night Anniversary Dinner at the Toowoomba Turf Club is filling fast, so please book and pay your \$30.00. Into the Club A/c. Marking your name and 50th Dinner. Looking forward to the weekend and also catching up with you all.

2 weeks ago I had a catch up with Zoom, with Members of what was the old A.C.J.C. When the Club was disbanded it was agreed we would get together to see how each State Club and Members were holding up in these trying times. Maureen, President of the Australian Jaguar Club (Sydney) told me they were pleased at how many Qld. Members were attending the 2025 Jaguar National Rally. It is 50 years since the Jaguar XJC and Daimler Sovereign Coupe plus the Jaguar V12 XJS came on the market. This I think puts our 50 years Anniversary for the Qld. Club in great company. Safe travels to all of you who will be attending.

Another interesting thing that came out of our Meeting is that the Victorian Club has purchase an X Type. Some of the Members spent some time making it something that they can run around the track on their race days, i.e. like our Gear Days. They have been encouraged with the interest from younger drivers - 18 years upwards, they can get to drive a fast car on the track. Since introducing this concept they have picked up quite a few younger Members. All Clubs have the same problems as us, with the aging population, we are all finding it hard to attract young people to join.

On Australia Day some of our G.C. Members went to Canungra to meet up with the E and F Type Model Register for Breakfast, thank you all for a great morning. This is the sort of run we can all participate in, you can join in with any of the runs organised by the State Registers and Model Registers.

Hopefully with the hot and very wet weather coming to an end hopefully we can put our beloved "Cats" out on the roads and enjoy them.

Looking forward to a great year for the J.D.C.Q.

Di Cooper

President J.D.C.Q.



17th-18th May 2025

(but lots of people will want to extend that)

You are invited!!!

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'

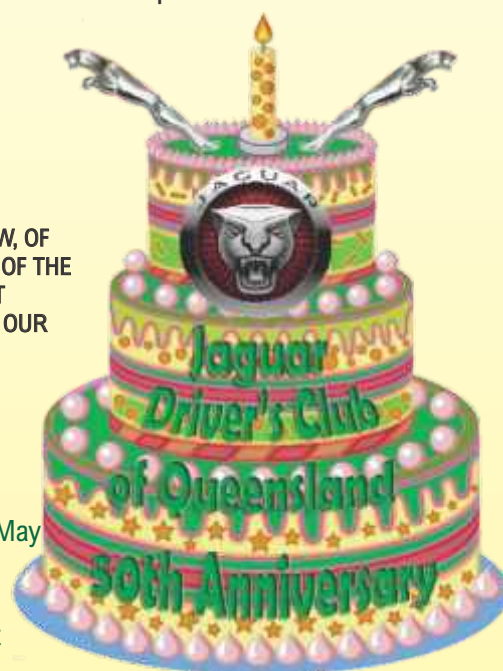
Hello fellow Jag drivers

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.





Jaguar Drivers' Club Queensland 50th Anniversary Regalia

Long Sleeve Indigo Chambray Mens Shirts Sizes: S. M. L. XL. 2XL. 3XL. 4XL. 5XL.

Short Sleeve Indigo Chambray Mens Shirts Sizes: S. M. L. XL. 2XL. 3XL. 4XL.

Mens Polo Shirts Bliz Cool Sizes: S. M. L. XL. 2XL. 3XL. 4XL. 5XL.

Ladies Polo Shirts Bliz Cool Sizes: 6, 8, 10, 12, 14, 16, 18, 20, 22, 24.

Drink Bottle



Coaster (set of 6)



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50th Regalia Order Form

Name: Membership Number:

ITEM	PRICE	QTY	SIZE			Sub total \$
Long Sleeve Chambray Mens Shirts	\$49.00					\$
Short Sleeve Chambray Mens Shirts	\$46.00					\$
Mens Polo Shirt	\$36.00					\$
Ladies Polo Shirt	\$36.00					\$
Caps ONE SIZE	\$16.50					\$
Sew on Cloth Badges	\$12.50					\$
Drink Bottles	\$22.00					\$
50th Anniversary Scarves	\$40.00					\$
50th Anniversary Drink Coasters (packet of 6)	\$15.00					\$
TOTAL						\$

ORDERS SENT TO: **dianecooper580@gmail.com**

or POST : Unit 118, The Avenues, 136 Palm Medows Drive, Carrara 4211

Payment by Bank Transfer to JDCQ. **BSB: 484 799 A/C Number: 024 567 129**

PLEASE REFERENCE PAYMENTS WITH ' **50th REGALIA** '

ORDERS WILL PRE-PACKED AND AVAILABLE TO MEMBERS WHEN THEY ARRIVE IN TOOWOOMBA.

If not attending Anniversary orders can be posted, but members will have to pay for the postage



17th May 2025

*You are invited!!!
to attend our
50th Anniversary Dinner*

**to be held at
Toowoomba Turf Club, The Atrium.**

Time: 6.30 for 7

Dress Code: Smart Casual

The dinner will be 3 courses, alternate drop. JDCQ is substantially subsidising this function so that the
cost per person is \$30
and includes a drink voucher for a welcome drink.

If you wish to attend please let Wendy Gross know that you are planning to attend
(secretary@jagqld.org.au or 0498203257) and deposit \$30 per person to
BSB 484799 Acc No 02456 7129
with your name as reference no later than 3rd May 2025.

If you have dietary requirements please let Wendy know at the time of your booking.



JDCQ 50th Anniversary Weekend

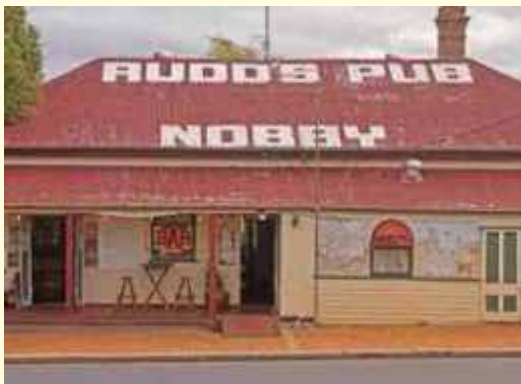
Optional Sunday Run 18th May

Departure from Car park in Stenner St
(-27.593526079005116, 151.95031776284722)
Toowoomba. Maps and information will be provided.



Meeting time 9.45 for 10.15 departure
A lovely scenic drive
First Stop: Steele Rudd Memorial Park
Second Stop: Coffee and optional Museum visit in Clifton

Lunch Stop: Historic Rudd's Pub with optional visit to Sister Kenny Museum



If you wish to attend, please RSVP to Wendy Gross secretary@jagqld.org.au by 10th May, 2025.

Please include your email and/or your mobile phone number for contact.

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 Drivers' 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
2. 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/>

JDCQ Mk2 Burlblings with Robin Todd

Well, here we are now well into the year 2025 we have even had our first "Country Luncheon" for the season. I like to use the "Club Hotel" in Clifton for our opening gambit [and yes, I do know that this is probably not the correct word - but I like it] however for the first time, we had more than a couple of hick-cups along the way. Our relationship with the "Club" goes back many a year to when we first approached them and received a more than willing welcome. After a few years it turned out that the "Mine Host" had a problem with cancer and although he was cutting back on mid-week lunches he still wanted to look after us. The following year he excitedly told us that he had been cured or at least that he was now all clear, unfortunately the following year he looked really terrible and the cancer had returned with a vengeance. Last year he had just sold the hotel and died in February just after our lunch. He was not there of course but had told the new owners about us as good customers. This year when I rang there was a small problem. They had bought a new deep fryer and it hadn't been delivered. At that stage we still had about 6 weeks lead time so we suspected that everything would be ok. At 4 weeks the deep fryer had been delivered but nobody [tradesman] could be found to connect it all together. At about 2.5 weeks a tradesman had been found but some part or other would not work so now they were waiting for that. Plan "B" had been formulated so we at least ,didn't have a problem. One and a bit weeks out and the bit hadn't arrived so we activated Plan B. We went to the Clifton Arms a Hotel about 22.5 Yards up the road from the "Club". A nice turn up and I think all went well including Tim's stories about his adventures in the ice at or about the South Pole. Didn't have the heart to tell him that Santa lives at the North Pole, or so the story goes and I have no reason to doubt that !!!

Bought my latest copy of my favorite magazine "Classic Jaguar" the other day. I used to get the partner magazine "Jaguar World" but seem to have let that slip a little lately. Usually the pricing structure for Classic Jaguar goes a bit like this, a small number of copies come by air and retail for around \$15.00 and a bit later some more arrive apparently by ship and they retail for about \$11.00. I believe that my copy was a shipboard one that had survived

the pirates in the Red Sea. The date for the next issue is last month. What I think is really wonderful is that because of inflation the price is now \$19.00.

I listen to Grim Jim and other experts telling us that inflation is now over and we have had a soft landing and I see that the percentage figures are either just below or just above 3%. I also don't understand how you can have two different figures for measuring the same thing. However on second thought and with the application of some rough mathematics it all becomes clear. The cost increase is roughly half of the original price, that is 0.5, so even if we get a bit closer at say 0.537, what is the big deal? 0.537% is well below the target limit of 3%.

It also reminds me of the different figures obtained for measuring something or other that used to be "Seasonally Adjusted". I think at the time I worked out that if the month contained an "e" you deducted one third to achieve a more appropriate figure and to compensate if the month didn't have an "e" you deducted 33% to achieve parity

Now, back to the "Classic Jaguar" magazine. On the front cover was a photo of a dark blue Jaguar Mk VII and a headline "Magnificent MKVII Australian Racing Hero". It had to be about our own John Tupicoff and his magnificent looking and sounding MKVII. It went well too. Actually the article was about a bloke from the UK who bought the car from a bloke who bought it from a Chap in Queensland. The only reference to the early days was that the engine had been incorrectly assembled or something, and that didn't sound like the days when John drove it and it went so well and sounded so good. I especially loved the cackle, crackle on the overrun, an old fashioned sound that sort of disappeared with the introduction of side outlet exhaust systems. It always reminded me of the good ole days and Stan Jones [father of Alan the World Champion] had his Maserati 250F. It had a long single tailpipe whereas most [all] of the other 250Fs had dual pipe outlets.

Many years ago a friend asked me which car had the best sound. I still haven't decided, it is hard to go past the Formula 1 cars of the V10 era when they used to rev to 18,000 rpm but the Stan Jones Maserati keeps coming back even though I think I first heard it at Bathurst in 1958.

Keep Safe.

JDCQ Classic Monocoque Register

Country : Luncheon

Calendar for 2025

Meet at the venue at 11.30am for 12 Noon

Wednesday, the 12th March 2025
Railway Hotel, Allora

Wednesday, the 9th April 2025
Bull and Barley, Cambooya

Wednesday, the 14th May 2025
Greenmount Hotel, Greenmount

Wednesday, the 11th June 2025
Warwick Golf Club, Warwick

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 be open soon so becomes a possible starter

**** 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 0746648509



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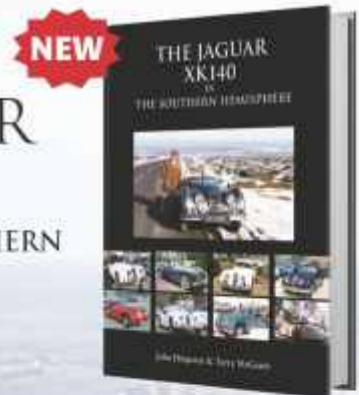
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THE JAGUAR XK140 IN THE SOUTHERN HEMISPHERE

By John Elmgreen
and Terry McGrath



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

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

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

The XK120 book is also still available.

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



JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg Maryborough and Hervey Bay

Australia Day run to Buxton

Toni and I set off in the 40 heading for the meeting point at the Buxton turn off on the Bruce Highway. Once we arrived, most everyone was already there.

We did run through some heavy showers, one near Maryborough saw Peter on

the side of the road in the E Type, as he had fogged up and could not see out!

He did however arrive not long after... Nice!

Once assembled and we had thoroughly chatted, we set off for Buxton. We

found a lovely spot, with no one else around and got set up. We had morning

tea, a quick meeting then Bob fired the BBQ up and the snags were cooked to

perfection, with Luke assisting. It was a great day out for us all, and we are thinking we will make this an annual event, maybe to Buxton as it was nice and

cool with a breeze blowing. Great day, great company as usual.

And of Course the magnificent Jags!



The thong throwing contest went down to the wire!!! THANKS SANDY!!



JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg Maryborough and Hervey Bay

Arthur presented two "Dedication to the Register" Awards. One to Sandy, Bevan and Luke, and the other to Toni and I. Chuffed to bits we were and still are...





Capricornia Jags Celebrate Australia Day

Sunday, January 26 saw members of the Jaguar Drivers Club of Queensland, Capricorn Register gather to celebrate Australia Day at members Chris and Marlene's house in Rockhampton. Thirteen members travelled from Gladstone and eleven members from Rocky and Yeppoon enjoyed a very Aussie morning tea of meat pies, lamingtons and ANZAC biscuits. Marlene and Chris had outdone themselves, decorating with Australian flags as well as giving everyone lists of Aussie slang to use during the day. I myself was told according to the list I had duck's disease; lucky it was my husband who made the comment. After lining all the cars up at the front of the house for the first photos of the year, we travelled to Capricorn Tavern in Yeppoon for lunch. A great day was had by everyone and I'm sure I heard some members say it was bonza. Chairman John's partner, Lyn, is recovering from a broken leg so it was wonderful that she was able to join us for morning tea, we wish her well for a speedy recovery.



Barb, Errol, Peter and Russell



Gail and Marlene cooking up a feast

JDCQ Central Queensland - Capricornia Register

Sunday February 16 saw 13 Gladstone members battle the Bruce and travel to Chairman John's place in Gracemere. We joined 16 Rocky members for a shared morning tea in John's shed followed by a very productive meeting. A few changes were made to our drive calendar and a new position of Christmas Co-ordinator was created with Marie and Franklin kindly filling the position. The idea of possibly organising a trip to the UK next year was floated with a few members showing interest. All of the members were very happy to see Jim and Roylene Brooks join us after Jim's prolonged illness. The winner of this month's raffle was Barry. A barbeque lunch was supplies by the club and enjoyed by everyone before we all made our own way home.



JDCQ Darling Downs Register

Darling Downs History Run

by Terry Whitehouse

Our annual history run on the 9th Feb was organised by Ken & Robyn and Mick & Val.

We met up at Dalby Hungry Jacks and enjoyed breakfast for some, morning tea for others. We had people who were sick and couldn't be there, Kieran was off visiting Japan with his son, but we still managed 19 members turning up. After our refreshments we visited the Dalby Historic Village, a great place if you are out that way. On arrival we were greeted by the 80-year-old lady owner, whose first words were, "who wants a cuddle", she then proceeded to hug us all, apart from Ron, who said he didn't want one because he didn't know her. We all knew her well by the time we left. Unfortunately, the only photos I have of the day are of the Cocky in the big cage. I was caught up, totally fascinated with him. I thought others were taking photos but sadly, not. Cocky was a talker and asked repeatedly for a scratch and got lots.

It was a very hot day, so Marie and I found ourselves a nice shady verandah to sit at, we had been there about forty-five minutes when the people who lived there arrived home, we were a bit embarrassed, but they didn't mind a bit, just carried on putting their shopping away. It turned out the home belonged to the 80-year-old lady and when we apologised for monopolising her verandah, she just said, "No worries, you should have told them to put the jug on", lovely lady! After the visit to the village we were well ready for a drink and our lunch, which was at the Leagues Club, after lunch we had our meeting, to sort out events for the coming year.

Thank you to our organisers, it was a great day.



Do you own a 1950's Flagship Jaguar? MKVII, MKVIIM, MKVIII OR MKIX?

If so, then I would like to hear from you!

Have you ever wondered just how many of these big Jags are left in the world? I have..

Well, Rev Dr Richard Waugh QSM in New Zealand has compiled a list of surviving cars specifically for the 50's Flagship models. Richard has already written one book titled "Classic Jaguars in New Zealand - Grace Pace Space"

He is now writing another book about the Flagship cars, due for release for the 75th anniversary of the launch of the MKVII (October 1950)

Thus far he has on his list: 90 by Chassis number and another 20+ not yet confirmed. There are also approx 40 that are in derelict condition.

From talking to Richard about his upcoming book (proposed cover below), I started to think about how many are left in Australia..

So being a MKVIII owner, I have now started to compile a list of surviving 50's Flagships in Queensland and Australia, to compliment the research already done by Richard in New Zealand.

If you are interested in having your car added to the list, then please contact me via email: jdcqwbbregisteremail@gmail.com

I do not require rego numbers or any personal information.

- Model
- Year
- Chassis Number
- Body Number
- Condition - On the Road, Being restored or Derelict?

How many are left from the total numbers made?

MKVII 20935

MKVIIM 9261

MKVIII 6332

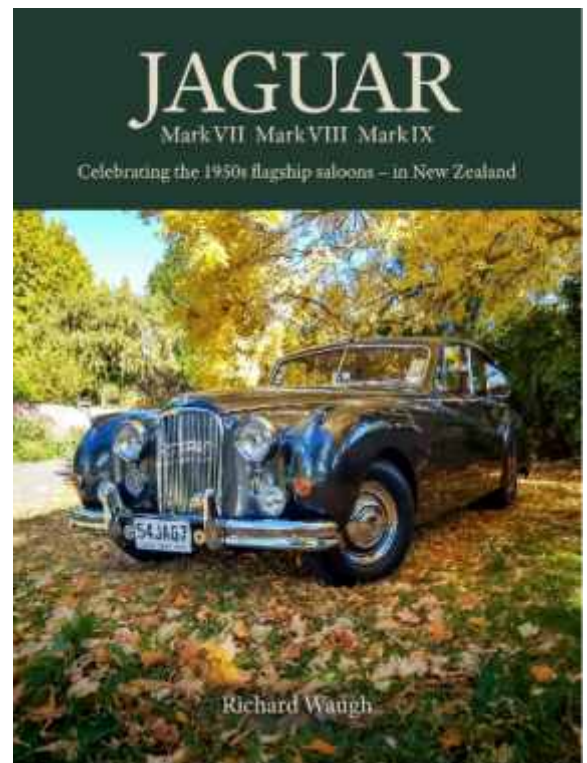
MKIX 10005

There is also planning underway for a National Rally in Christchurch this November for the Flagship Jaguars!

I hope to hear from you soon.

Robert Pearce.

JDCQ WBB register.



QUEENSLAND HISTORIC MOTORSPORT EVENTS 2025




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Photo: Trapnell Creations Photography

15 - 16 FEB*

TTT DAY & CLASSIC SUPER SPRINTS

OPEN TO MODERN AND HISTORIC CARS

**MORGAN PARK
RACEWAY**

9 - 11 MAY*

AUTUMN CLASSIC SPEEDFEST

OPEN TO MODERN AND HISTORIC CARS

**MORGAN PARK
RACEWAY**

5 JUNE*

HRCC PRACTICE DAY

1PM - 5PM PRACTICE MEMBERS ONLY

**QUEENSLAND
RACEWAY**

4-6 JULY*

CLASSIC QUEENSLAND

OPEN TO MODERN AND HISTORIC CARS

**QUEENSLAND
RACEWAY**

17 - 19 OCT*

SPRING CLASSIC SPEEDFEST

OPEN TO MODERN AND HISTORIC CARS

**MORGAN PARK
RACEWAY**

These events are promoted by -
Historic Racing Car Club (Qld) Inc.

www.hrcc.org.au

info@hrcc.org.au

0424 321 072

* Disclaimer: HRCC has planned for these events to take place during 2025 on these dates. However, situations may arise where events are brought forward, postponed or cancelled.

Library News with the Club Librarian Ray Hodges

ALL THE CARS UPDATED PAPERBACK EDITION

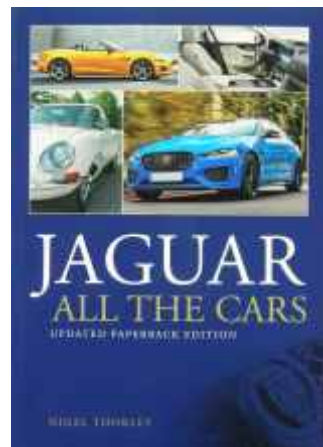
GB 45: Jaguar All The Cars. Updated Paperback Edition. Author – Nigel Thorley. First published in 2024 by Veloce Co. UK.

Jaguar – All the Cars meets the needs of not only the Jaguar aficionado, but also the enthusiasts who would like to know more about the wide range of Jaguar models produced over the years. Illustrated in colour throughout, this significantly updated and expanded paperback edition comprehensively covers every single Jaguar production vehicle up to 2023.

The development of Jaguar production cars is charted, with a brief history of each model range, along with a detailed guide to exterior and interior differences, accompanying pictures, production numbers, and specifications, even down to colour schemes and factory accessories.

This edition is the most complete, quick reference work available anywhere on SS and Jaguar models from 1931 through to 2023.

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 January/February issue of the "Queensland Jaguar Driver" was published.

Retief and Sue Botha (Sunshine Coast)

Desmond Hall (Gold Coast)

Gregory Willims (Brisbane)

Phillip & Tracey Gale (Gold Coast)

JDCQ now has 429 members.

JDCQ membership renewal is fast approaching (DUE ON 30/06/2025). The **WEBMASTER** will be sending out renewal notices in the first week of June.

The good news is that during these inflationary times, the management committee has voted to decrease the renewal fee from \$105 to \$75 for the 2025/2026 year.

Hopefully, this fee reduction will assist our members when purchasing eggs!!!

If you do not receive a renewal notice in early June, please check your **JUNK/SPAM** folder.

In the unlikely event that you still cannot locate it, then do a direct deposit for **\$75** to:

JDCQ.....BSB: 484 799.....Acct No: 02 456 7129.

YOU MUST INCLUDE YOUR MEMBER NUMBER as the reference. IF YOU INSIST ON USING YOUR SURNAME AS THE REFERENCE YOU STILL NEED TO INCLUDE YOUR MEMBER NUMBER. If you cannot recall your member number (it's on your membership card) then please contact your Register chairperson or Register secretary.

Payments made using PayPal/Credit Card automatically include your member number.

I DO NOT RECEIVE PAYMENTS! It is above my pay grade! PAYMENTS ARE RECEIVED BY THE JDCQ TREASURER. I receive a list of member numbers of those who have paid their renewal fee. I DO EVERYTHING BY THE NUMBERS,,,,,NOT SURNAMES.

Regards, Stu Gross



JDCQ Mackay - Whitsunday Register

Mackay Australia Day

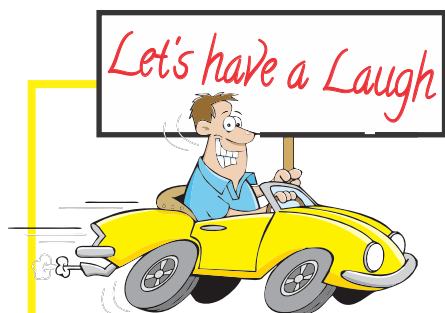
by Susan McAllister

February 2025

Our members welcomed a new Jaguar year with a fantastic barbecue on Australia Day, hosted by Sarah and Andy Williams. Members Lyn and Tonny Wolzak, Maree O'Grady, Rick Campbell, Lindsey Duff, and Paul Cavanagh had a very enjoyable day, catching up and sharing holiday tales. Unfortunately, some of our members had to work on the day, Paul O'Grady was sailing the high seas and Warwick McAllister was recovering after a short stay in hospital the previous week.

An impromptu lunch was organised last week during a lull in the incessant rain and we all shared horror stories about driving on the Bruce Highway at the moment. Warwick and Sue chose to drive their land cruiser as they didn't want their F Pace to be swallowed up by one of the huge potholes that have opened up on the 'Bruce'.

A program for the year was discussed and we are awaiting members' comments regarding dates etc. Our next getaway will be lunch at the Gordon Hotel on Saturday, 22nd March.



sent in by Paul Lucas

Best Car Review Lines

Jeremy Clarkson:

"This is without doubt the worst car, not just in its category, but in the world. It has a top speed of 88mph but takes so long to reach it that no one has ever lived long enough to verify the claim... Also, its name sounds like a disease."

"I'd love to meet the man who styled the exterior to find out if he'd done it as some sort of a joke. But mostly I'd like to meet the man who simply didn't bother with the interior. Because looking at that dashboard gives you some idea of what it might be like to be dead."

Honestly, I have seen more attractive gangrenous wounds than this. It has the sex appeal of a camel with gingivitis."

"In many ways this car is like herpes. Great fun catching it but not so much fun to live with."

"It couldn't pull a greased stick out of a pig's bottom."

"If you are clinically insane, by which I mean you wake up in the morning and you think you are an onion, this is your car."

"The only reason you'd buy a G-wagen is its full-fatness, and you don't get that from a diesel. What are you saying about yourself: that you care about the planet? Really? So you've bought a 2½-ton tank that runs on a fuel that kills old ladies in their beds? You might as well try to win hearts and minds by hosting a world turtle-strangling competition."

"I'll never buy an electric car. You can drone on as much as you like about how yours does a million miles between charges and how nothing but baby hedgehogs come out of its rear end, but when you put your foot down in a carb-fed straight-six, and that long bonnet rears up slightly, you know what's missing from your motorised vacuum cleaner. The soundtrack. And when you lift your foot up again and you get all those little crackles and pops – ooh, it does things to your hair."

"The only way you could achieve something similar with your Tesla or your Taycan is if you put your tongue on the battery terminal."

There's no getting round the fact that when you open the taps in a powerful front-wheel-drive car, the front wheels will squirm this way and that, causing what's known as torque steer. Sometimes it's annoying. Sometimes it's alarming. And sometimes you've no idea what it is because you've speared headfirst into a tree and now you're dead."

JDCQ Modern Compact Register

Modern Compact / Chassis based Lunch

On Saturday about 20 club members gathered at the Bottletree Pub Glamorgan Vale, for the first, of the year, monthly lunch meetings. Everyone appeared to have a good time, plenty of chatter going on and lots of laughter. Marie won the meat tray raffle prize and let out such a scream they must have heard her in Toowoomba. Life took a bit of a downhill turn from there, started feeling unwell on Sunday morning, headache hot and cold etc, went to bed shivered under blankets in bed on a 32 degree day, and at 7pm I asked Terry what was going on with the top of my arm as it was very painful, he had a look, felt it with his hand and said " We are off to the hospital, that doesn't look right". So, I am now typing out the last couple of things, ready for the magazine, from my hospital bed, with my infected arm attached to an antibiotic drip. The nurse who was in the emergency department said she knew Anita and Frank at the Bottletree (I was wearing my Bottletree shirt) and said she would ask Frank to bring me a Horny Unicorn cocktail to add to the drip, still waiting for him.



NUTS AND BOLTS 2025

By Bill McMonagle

Keys

A club member with an X300 car phoned me with a problem. He had been away for an extended period of time and on return found that the battery was flat. That is not an unusual situation in which you find your X300 and quite a lot of later cars as the anti-theft systems do drain a trickle out of the battery. My guess is a month or two of non-usage will lead to a flat battery. My own X300 has a quick disconnect on the battery as the car is only used infrequently and programming the radio is no real chore.

We were mulling the problem over the phone and I asked if he had opened the boot to get at the battery. He advised that he had tried but the manual boot key did not work. Meanwhile I was racking my brain to remember if there was an under-engine bonnet place which could connect to be jumpered. Then the "penny dropped" as everything on the car responded to the key except the manual boot lock.

I asked the club member if he had another key to which he replied in the affirmative but it would be a while to get the key. I suggested he try that key and phone me back. Member phoned me back a few minutes later with the news the other key did open the boot.

The answer was that the club member had been using the "valet" key rather than the standard main key. The "valet" key allows personal items and valuables to be locked in the boot while otherwise allowing the car to be driven for "valet" parking by parking attendants. Problem solved!

I have written previously about electricity thieves flattening batteries in early 1950-1960 Jags (and Datsun 120Ys) which was invariably the electric clock which would flatten batteries in a month or so. It seems that these more modern electricity thieves are up to the same old tricks using disguises such as anti-theft and remote locking/unlocking systems. If you are not using your old Jag regularly then consider putting a quick disconnect switch on the battery.

On the phone and the internet

I do get some interesting phone calls via the phone and internet. One phone call recently was from a regional club leader requesting information on a MK2 for another member. It appears that the automatic gearbox may have been misbehaving and nobody was sure about checking the oil level in the gearbox. The answer is relatively simple but a little complicated in putting into practice.

The following applies to the DG250 automatic gearboxes fitted to MK1 and MK2 cars. Basically, try to get the oil in the gearbox warm. Then with somebody holding the car on the brakes and with the engine running select D for drive. Only then will you be able to dip the oil level and see if it is correct. I learnt this back in the 1980s from an old experienced mechanic who specializes in automatic gearboxes. Don't be surprised if having to add another litre of ATF (Automatic Transmission Fluid)

Over the internet I have been giving advice to a chap who lives in Utah (USA) who recently acquired a 1959 Mk1 3.4 with original disc brakes. He seems fairly sensible and is cautiously working on the car which is roadworthy. He suspects it may be the only MK1 in that state. That could be correct as only a relatively small number of MK1s were sold to the USA. Jaguar's main USA market focus at the time was for selling the MK7/8/9 series.

Anyway, he found that there was no thermostat in the engine. Although he only drove the car in warmer weather, he did say that he saw water temperatures as low as 40C while driving in the mountains and what did I think. I suggested he should have a 70C thermostat as this

keeps the engine at a correct operating temperature and just as importantly keeps the carburettors at their desirable operating temperatures for tuning and preventing carburettor icing which can occur with high humidity and low temperatures.

He was also chasing a noise in the front end which was most likely a wheel bearing. I did advise him to check part numbers carefully as there are a number of differences between the front ends of MK1 and MK2 cars. One important example is the upper and lower ball joints on a MK1 are the same as on a MK7 and MK2 ball joints don't fit.

Following is an excerpt from an article which I wrote in 2001 which is still applicable nowadays.

Safely fitting batteries

I just about have a heart attack when I see people incorrectly connecting or disconnecting batteries in vehicles [or aeroplanes]. Do yourself a favour and read this carefully. I will refer to the batteries "live" side being the terminal above earth and the "earth" side as being the terminal, which connects to earth. This is because the original polarity of a lot of early Jags was positive earth and later models were negative earth. In addition, a lot of early models have been converted to negative earth. The use of the terms positive and negative is inappropriate in these circumstances.

Do not connect the earth cable first. Fitting the earth cable first means when you go to fit the live side you are actually working on a live terminal. It is all too easy to short the live side of the battery to some part of the vehicle with subsequent molten bits of melted spanner flying about etc. This is a very real risk in the confined area between the bonnet and battery of early Jags including Mk7, 8,9, Mk 1, Mk2 and S types. It is also easy to short the live terminal to earth in an XJ6 courtesy of the metal battery box surround. In addition, if the battery has just been charged and is still venting hydrogen there is an extreme risk of an explosion from the sparks generated from the shorting to earth and you [and your vehicle] can suffer horrible injuries from this explosion as well as being sprayed with acid. I kid thee not.

Whilst I was an apprentice a trade-training instructor using an old battery and a remote switch purposely demonstrated this. Even though we were over 20 metres away, the explosion and battery destruction left a lasting impression on the apprentice group that included myself.

The correct method is to fit the live side first. Even if you do touch the earth with a spanner while doing up the battery cable clamp nothing will happen, as there is no circuit for the battery to discharge, as the earth side is not connected. The earth side is then connected to the battery. If you touch a vehicle earth while doing up the battery earth side nothing will happen.

Hanging up the wings

I have decided to cease operating in the aviation arena. The aviation medicals have got harder and I am getting on in age, so I will no longer be flying to Clifton for lunch with the monocoque group. I have had a good run as I started as a 15-year-old radio technician apprentice in the Department of Civil Aviation in 1958 and gained my commercial pilot licence in 1966 and later on my Airline Transport Pilot Licence. I have flown everything from single seaters to four engine jets and filled up eight logbooks. So, my aeroplanes and the hangar are on the market. If interested call me on 0418 647 981.

Till next issue – safe Jaguaring



Oil Catch Cans – Why do they work.

They reduce crankcase oil vapour mixing with the fuel air mixture in your Internal Combustion Engine (ICE)

As way of clarification, I will limit this article to focus on the issues I have discovered with crankcase ventilation systems on old and new cars, and I will not explore the numerous issues with Emission Gas Recirculation (EGR) valves/systems as they quite different.

As way of background if you take a step back in time and consider how engines in older cars pre the 1970's for example the Holden 186 and 202 cu inch motors, these motors managed crankcase ventilation very simply – there was an air breather and filter as the oil filler cap and a breather tube (some called it “draft pipe” because it exited oily/gas below the level of the car) these systems were designed to allow the high air pressure created in the crankcase to exit the motor and expire oily gas/vapour to atmosphere.



The high or positive air pressure is created in the ICE crankcase because there is exhaust gas from the combustion chamber that passes by the piston rings and enters the crankcase or engine sump and due to heat mixes with small droplets of oil splashing around inside the engine, this often called “blowby” and increases over time as the engine wears.

From the early 1970's for environmental benefits most Governments and subsequently car manufacturers required and develop crankcase ventilation systems designed to direct the oily crankcase gas/air back into the carburetors or throttle bodies to be mixed with the fuel air mixture in the ICE.

Further, the oily crankcase gas/air circulating in the engine contains oil droplets, burnt carbon and other containments, these solid particles condense to form a thicker than normal liquid – I will call this condensed oily liquid - “crankcase oil” or CCO for the purpose of this article.

Issues with CCO making its way back into the ICE include

- Large amounts of CCO will accumulate in the intake manifold over time and will be sucked into the throttle body.

- CCO burns more slowly than petrol so reduces engine performance

- CCO contains waxes that gum up the butterfly valves in carburetors and throttle bodies

- The heated CCO allows the burnt carbon to be deposited on the inlet valves and spark plugs

- Increasing amounts of CCO in the combustion chamber can reduce the efficiency of oxygen sensors and catalytic convertors.

- Variable amounts of CCO entering the ICE can cause Engine Control Modules (ECM) to over fuel the engine.





Positive Crankcase Ventilation Values (PCV) can be blocked up or not operate as designed resulting more CCO entering ICE.

In summary the ICE will perform better and be more fuel efficient if CCO is not recirculated into the combustion chamber.

In order to maintain a closed loop design crankcase ventilation circuit as per Australian Design Rules (ADR) and reduce CCO in the intake air, Oil Catch Cans can be inserted into crankcase ventilation circuit.

Crankcase ventilation system can be open circuit and these are generally on race cars or hot rods for example.

Closed loop Crankcase Ventilation Systems vary with car manufactures but all retain the basic design features to manage,

- the positive pressure that ICE creates in the crankcase that needs to be neutralized to protect oil seals

- to dilute containments in the crankcase gas/air mixture fresh air must be introduced into the crankcase.

- The crankcase gas/air and CCO cannot be allowed to escape to atmosphere.

Oil catch cans should be introduced into the crankcase ventilation circuit on the vacuum side, between the PCV and intake manifold.

ICE creates vacuum (strong negative pressure) in the air intake, throttle bode or carburetor which generates strong suction (on the crankcase gas/air) via a tube or pipe connected to the engine valve or cam cover. This is the side which will have a PCV or oil separator in the circuit.

On the air filter side there is a tube or pipe that allows for fresh filtered air to enter the crankcase ventilation via a tube or pipe connected to the engine valve or cam cover, this clean fresh air entering the engine balances the negative pressure and dilutes containments.

I encourage those interested to search the internet for more details on how to install an oil catch can on your model car, there is a huge amount of “how to” material available.

I am sure those that fit an oil catch can will notice an improvement, and don't forget to empty the CCO out of the oil catch can at appropriate intervals but at least twice between oil changes.



Sleeper cars have a unique appeal. While many gearheads may prefer outlandish sports or muscle cars, adorned with huge, towering wings and spoilers, or flamboyant paint schemes, others wish to fly under the radar. However, that doesn't mean they want to go without the performance either

A sleeper combines the best of both worlds, allowing owners to sneak around unnoticed, while still offering blistering performance. We decided to try and unearth the rarest sleeper sedan from the 1990s. Our quest left us in awe of this heavily modified Jaguar, which offers enough performance to take on even some of the most potent super-sedans of today.

Hot Cars looked through a variety of sleeper sedans from the 1990s, and their respective production figures, to establish which is truly the rarest. Facts and figures have then been sourced from external sites, such as Lister, Road & Track, and Historics Auctioneers in order to supplement the article.

These scarce sleeper sedans may be ageing, but they still pack a serious punch and easily fly under the radar – if you can find one.

Lister Reportedly Only Ever Made One Of These Twin-Supercharged Sleepers

Proudly known as Britain's oldest and most successful racing car company, Lister boasts an exciting history and one that is steeped in motorsport success. The company began its journey with cars in the 1950s, producing several now highly coveted race cars, which proved to be daunting competition in this period.

Fast-forward three decades, and Lister decided to turn their focus to road-going performance cars, in addition to their continued race car manufacturing.

For many years, Lister has worked closely with Jaguar, and so it only made sense to Lister that they continue to do so with their road-going models. To begin with, Lister focused on their Le Mans model, which was an XJ-S-based coupe pushing supercar levels of performance

In the early '90s, Lister also developed their very own supercar known as the Lister Storm. This was a homologation model with a mid-mounted V12, designed to go racing in GT Endurance classes.

Lister Developed Just One XJ12 Sleeper Sedan

However, in this same period, Lister also found time to produce one of the most potent sleeper sedans of all time. The base was to be Jaguar's flagship luxury saloon, an XJ12. It was no slouch to begin with, packing a 310 horsepower, 6.0-liter V12, but Lister would transform it into a completely different beast.

Engine capacity grew by a full liter, and filling up the engine bay further were two superchargers. Output almost doubled to 604 horsepower. Furthermore, sports seats were trimmed in matching leather, while on the exterior, an aggressive but well-suited body kit was attached.

Just one of these awesome sleeper sedans was ever developed, and it was recently offered for sale by Historics Auctioneers, who confidently suggest this was the only XJ12 ever developed by Lister. It looks to have remained unsold. While the car was delivered originally to a UK customer, Lister had sold cars in America for decades prior to this. Plus, being a 1993 model, it's also eligible to be imported

Sports cars cost a fortune and attract unwanted attention. These affordable sleeper cars fly under the radar.

This Rare Sleeper Sedan Is Powered By A Twin-Supercharged 7.0-Liter V12

1993 Lister XJ12 V12 engineHistorics Auctioneer

Engine Specs	Configuration
V12	Displacement
7.0-liter	Aspiration
Twin-supercharged	Power
604 horsepower	Torque
612 lb-ft	Transmission
6-speed manual	

(Specs courtesy of Historics Auctioneers & Road & Track)

This Lister looks awesome from every angle, although it's under the hood where the magic really happens. Most performance cars from the 1990s don't boast figures that would still wow in comparison to their modern counterparts, but this tweaked XJ12 is an exception. Road & Track reports that the twin-supercharged V12 engine kicks out 604 horsepower, in addition to 612 lb-ft of torque. With grunt like that, we have no doubt that this sleeper sedan could soon spin the needle past the maximum 150 mph mark on those Jaguar-supplied clocks.

When enhancing the engine, Lister left no stone un-turned. The previous owner confirmed this by stating, during the 1993 Lister conversion, engineers equipped the engine with a billet crankshaft, polished cylinder heads, forged pistons (supplied by Cosworth), bigger valves, new camshafts, and a reprogrammed injection system which would supply the correct amount of fuel to the heavily-modified V12. The result was a 296 horsepower gain, enough to transform this XJ from executive to super-sedan.

Is This The Rarest Used Sleeper Sedan In 2024?

Sleeper sedans are undoubtedly cool cars. Not only are they hugely powerful, but they fly under the radar, attracting no unwanted attention, while still packing impressive daily-driver practicality. While all sleeper sedans are impressive in their own right, scarce old models like the AMG Hammer have that exclusive rarity factor that makes them so much cooler. Would you be happy driving an '80s AMG sedan everyday? What sleeper sedan would you pick, given free choice?

Converting The Jaguar XJ12 To A Lister Came At Huge Expense

Such a conversion did not come cheap, and the owner didn't stop under the hood either. However, it was those powertrain modifications that cost the most, running up a bill of £28,350 – an extortionate amount back in 1993. For reference, a brand-new XJ12 (of which this was) cost around £45,000 at the same time.

The owner clearly understood that some serious stopping power would also be required, so they spent £7,645 on a setup adequate enough to bring the super-sedan to a halt. Wrapped around those Brembo calipers and grooved rotors are a set of Lister's own 18-inch wheels, which too cost a fortune, at £5,888. Keen to ensure the interior was also up to scratch, £3,950 was spent on re-trimming the front seats, while a further £6,035 took care of that deep and aggressive body kit.

Historics Auctioneers report that the original owner spent a total of £69,389 transforming this XJ. That would have equated to roughly \$105,000 in USD, or roughly \$229,000 in today's money. This may explain why just one of these awesome sleeper sedans was built.

Sources: Lister Cars, Historics Auctioneers, Road & Track, TopSpeed, CarBuzz



JDCQ Sunshine Coast Register

Australia Day 2025 at the Beach House



In what has become a highly anticipated annual celebration, 32 members of the Sunshine Coast Register gathered at the Beach House on Bishop Road Beachmere for a self-catered Aussie-themed BBQ Lunch. The event was marked by camaraderie, delicious food, and the true spirit of an Australian summer. Just after 11.00 am, Dave Spence arrived with Tony and Karen Herald, ready to lend a hand. They also had the distinction of being the first to respond for numbers to attend. However, Committee members had arrived before that, in what has become a well-oiled process to provide the ensuing feast and activities. Wendy had arrived early to open up the venue and turn on lights and air conditioning, as well as ferrying across the pavlovas, ice cream, tea, and coffee supplies. Tony, Gen, Debbie, John, Laurie, and Sue soon arrived complete with the salads, sauces, fruit salad, and a variety of cooking equipment. Suzy and I had the freshly baked bread rolls, hamburger patties, and sliced onions. David and Chris had their sleeves rolled up, ready to help.



JDCQ Sunshine Coast Register



We had decided to forgo using the Weber BBQs and instead use portable gas stoves and large frypans, which turned out to be a good decision as we could control the flow of cooking. We could have easily catered for twice the number. I love my Weber for roasts but prefer being able to see what is happening in real-time on an open grill for steaks and hamburger patties.

Our inside team had expertly put together the salads, buttered the hamburger buns, and turned the pavlova shells into works of culinary art. All the BBQ accoutrements were brought onto the deck and arranged at serving points close to the cooking, and people were

invited to build their own hamburger. Those who had enjoyed the air conditioning inside were pleasantly surprised by the moderate conditions on the deck - a very useful sea breeze aided our comfort. It was great to see that there was no shortage of mixing and mingling, laughter and banter, and solid enjoyment of the food on offer. I thought that I had over-catered for the BBQ but as the afternoon progressed, the evidence of satisfied appetites proved otherwise. The selection of food was praised by many and we were told that the freshly baked bread rolls, perfectly grilled hamburger patties, fresh salads and the delightful pavlova desserts stood out as perennial favourites.



JDCQ Sunshine Coast Register

As the afternoon progressed, the atmosphere became even more relaxed. I was able to finally award 10 Year Membership Badges to Peter and Holly Morgan, John presented his awards to Marlena and to Tony. Laurie ably assisted by Sue conducted a penetrating Australiana Trivia Quiz. There were no perfect scores even though some of the questions carried over from last year.

The success of the event was not just in the organization but in the spirit of participation and community. Everyone had a role to play, whether it was in preparing food, setting up the venue, or simply bringing their positive energy to the celebration. The collective effort made the day memorable for all.

As the lunch drew to a close, the clean-up process began, once again showcasing the efficiency and teamwork of the group. Leftovers were packed away, the deck and kitchen areas were tidied, and the cooking equipment was cleaned and taken away. Wendy ensured that all lights were turned off and the venue was securely locked.



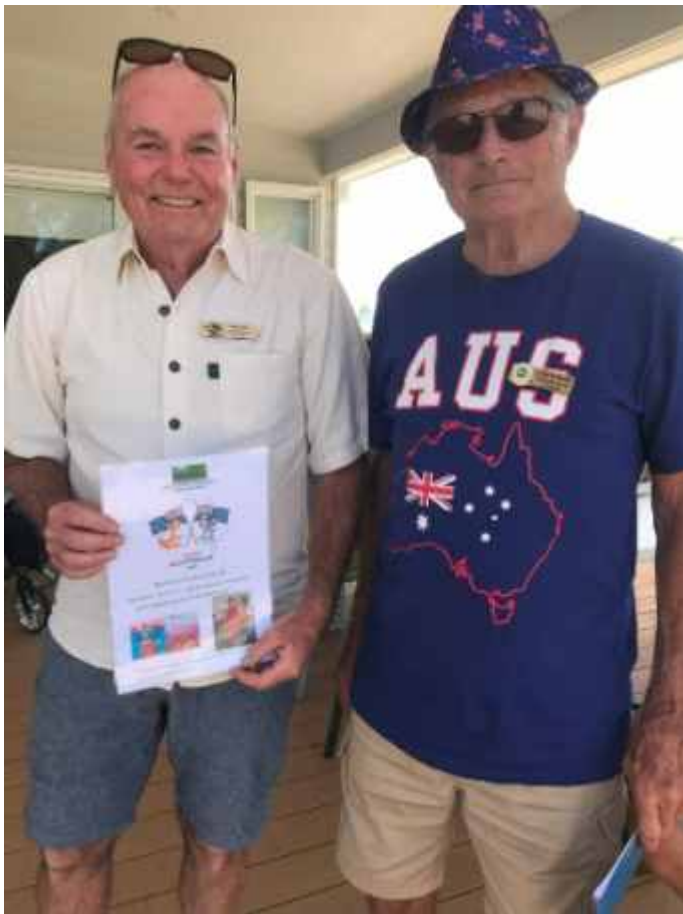
JDCQ Sunshine Coast Register

Everyone left with smiles on their faces and a sense of accomplishment. Plans for next year's celebration were already being discussed. The annual Australia Day BBQ at the Beach House had once again proven to be a highlight and a great way to start the year, a testament to the strength and spirit of the Sunshine Coast Register members.

Reflecting on the day, it was clear that the combination of good food, exceptional company, and a beautiful setting had created an event that everyone would remember fondly.

Photos by Debbie Herbert

Words by Ralph Johnson



JDCQ Sunshine Coast Register

Valentines Day High Tea



Today's event was soooo Debbie and John, before I get to "why" note the gender sequencing as homage to the spirit of the occasion. The Herbert trademark is always the little scamper around the block before the main event. Today's was about typical at 38 clicks of the black and white roller under the speedo needle. To normalise the adventure, during the navigation of one of many examples of the Noosa council's favourite circular traffic diversion, I failed to see which way the Jaguar in front turned and became... um..a little discombobulated. As an unusually astute bit of planning, I had pinched an ancient GPS from another car, which saved the day and a perennial set of phone calls to the Directors. As a long-distance attendee, I have previously stood at the back of the class (always late) and asked why this fuel thirsty addition to proceedings is entrenched in the family genes. Despite my whinging, I do support the "mini run" concept. Without such innovation a club can slide from driving the classic cars less, to a state of not driving them at all.

Twenty-five of our members liked the concept of a vertical feeding

platform, so does my cat, interestingly.

As befitting such a venue and event, members arrived in style at the Noosa Springs Resort. We had a great coverage of the marque ranging from, in no particular order, Merv Jackson's latest acquisition, a beautiful Sapphire blue XKR and Ron Hobb's silver XK coupe, through to Col Pickering's 340. Yours truly pedalled up the M1 in his XJR, Chris was in his trusty Daimler 250 V8, with the newer end of the marque represented by several S Types, Peter Morgan's looking immaculate as usual, an XF and several F Paces, which solely, seem to represent the end of the Jaguar line at present.

Bazza and Jules were the winners of our lucky draw prize, thankfully not, as has happened before, the event organisers, a comment I picked up from the chatter on the long table.



JDCQ Sunshine Coast Register

For me as a suburban Brisbanite, with not an ounce of finesse, the concept of 3 courses arranged by level is a bit of fun. I recall that we, came across something similar at a Flaxton restaurant last year. I think that there was a run “before”, so by definition it could have been a “Herbertism”.

On the opposite side of the coin, crypto or minted, is the Degustation which, if you haven't been to one, is many small courses, eight in the one we arranged at a Dayboro restaurant, as a run with another club. The Chef later swore he would never do another. As an amusing coincidence, I stopped at the same premises when buying a coffee, last weekend, on a shakedown run with my M.G, I revisited the experience with the current Owner/Chef, whilst waiting for the brew. He didn't display any emotion or make a sound, as he slowly retreated into his stainless-steel domain, even before I finished the story. No words needed!

By comparison, the staff clearly had done this High Tea thing before and were ever attentive to any couple whose “tower” was bereft of goodies. There was some poaching noted, with appropriate retribution. A good day and for me worth the trip. Many thanks to Debbie and John for making it all happen.

Words - Charlie Provis

Photos – Debbie Herbert



Breakfast Club

February JBC was well attended, even though it was wet under tyre, a good selection of cars including multiple E-Types, XJSs and Mk2 were in attendance. The heritage building was very popular with visitors following the reshuffle of the Jaguar cars downstairs.

The next meet up in March is expected to be dry and sunny, still a bit cold but a better spring weather day so there could be plenty of attending vehicles to look at.



New

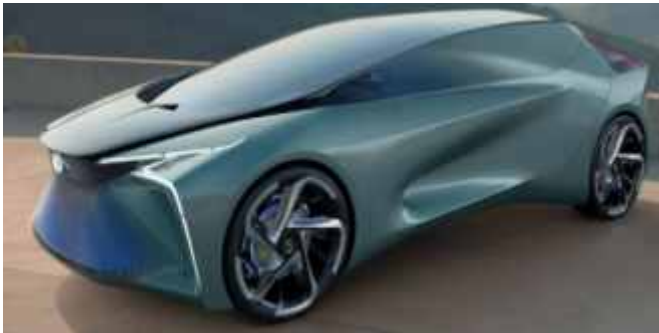


Following the comments around 001 concept launch. I thought I would just take a quick look at what is, or will be, available in the future.

Given their target market, is this where the inspiration is coming from? A current market vehicle:



Certainly, the future is looking ugly no matter where you look!



Motoring in the Blood

We are all familiar with the sight of AVV 1 Alan Hames' Primrose Yellow S111 DHC E Type. But who knew there was another?

Here are pictures of the previous AVV 1, a S111 DHC which Alan owned for two years, (he was the third own-er). As can be seen, Alan used it as an everyday car just as he did the S111 until that is he decided to go all con-cours. The registration AVV 1 was previously issued to an Austin A40 Devon in 1949. Alan Zurchased the car (derelict) with the number attached in early 1997, after much haggling, for £22.00. After selling the S11, Alan re-alised that it was actually the third car off the line.



Alan's motoring heritage goes back a long way. Here are some pictures of his Grandmother taken in 1924. She is riding in a Morgan Grand Prix which belonged to his Grandfathers Brother. They appear to have a toy monkey as a bonnet mascot.



Jaguar Drivers' Club Queensland Regalia

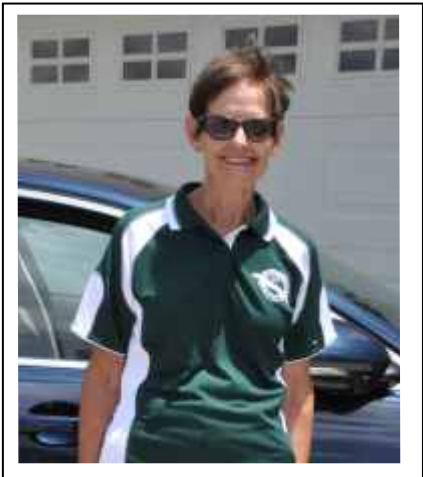
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Contact: Ian McKinney Mobile: 0438 733 140

Email: ian-vicki@outlook.com Location: Beachmere 4510



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Price \$14,000

Contact: Barry Cranitch Mobile: 0421 728 671

Email: cranitch2@tpg.com.au Location: Bribie Island QLD



2015 Jaguar XF 2.2 sedan,

registered until August 28. One owner since new, immaculate condition. Odometer 88,900 km as per photo below. New rubber - 4000 km. Full servicing by MR Automotive and our mechanic.

Service records available upon request.

Price \$25,500 Negotiable

Contact: Bob Ferguson Mobile: 0428 317 080

Location: Banksia Beach, Bribie Island

1967 E-TYPE SERIES 1 with Air-conditioning

It is with great regret that I sell my treasured E type which I have owned and driven for 35 years.

It is a 1967 Series 1 (with the enclosed headlights)

Some of the photos show the colour a lighter red but the actually is a beautiful dark rich burgundy. The car was re-sprayed the same colour in January 2017.

Features :- Air-Conditioning, Updated Alternator, Aluminium Radiator, Wabasto

Sunroof - black, Electronic ignition, Front brakes, Zeus 4 pot callipers and Halda Rally Master Enclosed Headlights, Wire wheels

Every paper record has been kept for all service and maintenance history during this 35 years of my ownership.

The car has done 156,000 miles.

The registration is S22970 The Chassis no is 1E21662 Engine no 7E141769 Numbers match with Data Plate.

Price: \$133,000

Contact: Phil Sperryn

Mobile: 0418 188 090 Location: Lota (Brisbane suburb)





1987 Jaguar Sovereign Series 3 V12

Good condition, good engine, transmission, A/C, new tyres. Lambswool seat covers, leather good. 202,000 KmI have owned this car for 28 years. Health forces sale.

Price \$22,000

Contact: Richard Hausmann

Mobile: 0437 000 068

Email: richardhausmann@bigpond.com

Location: Gympie

2015 Jaguar XE 25t R-Sport Auto

My16 4cyl 2.0 L Petrol 8 speed automatic. Polaris White. Black interior. Registered to May 2025. This car has fuel efficiency and styling rolled into one. 7.5 L/100. Only travelled 130,000 km Selling for \$21,800. This is a regrettable sale as we are selling everything to travel around Australia. It's a really great car and sounds even better. Features include rear view camera, ANCAP star rating of 5, park assist, ABS brakes, blind spot sensor, side airbags, lane departure warning, brake assist, front parking sensors and driver airbag. Special Features include Cruise control, Bluetooth connectivity, GPS Sat Nav, Remote central locking, Cargo tie down hooks/rings, 18" alloy wheels, Hill holder, remote door unlocking, Electric power assisted steering, Dual zone climate control air conditioning, Voice recognition, Front and rear power windows, Subwoofer, Full body kit



Price: \$21,800

Contact: Graeme Forrest

Mobile: 0411 080 576

Email: graemef1967@gmail.com

Location: Upper Mount Gravatt



1949 Jaguar MK V

Good running order. Excellent interior.

Good chrome.

Slight paint crazing.

Price: \$32,000 ono

Contact: Tonny Wolzak

Mobile: 0418 191 700

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Cylinder 3.6 Litre Limited production model, future collectable 247,900 km Silver blue with vinyl roof Excellent condition Well maintained vehicle, surplus to our needs \$20,000 Insured value

Price: \$20,000

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Location: Sunshine Coast

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I have the receipt. In storage it copped a bit of water down the bottom and a tiny spring and lever need replacing.

The spring required is the one numbered 69 on the attached diagram.

SCParts.Co.UK part numbers 355494 and 355542.

Phone 0447 713345 (leave message please and I will call straight back)

Note, there is a small cost, you will have to chat to me about Jaguars for 10 minutes?

Contact: Chris Pond Mobile: 0447 713345

Email: chrispond@bigpond.com Location: Victoria Point QLD



2 reconditioned Headlights Left and Right from a 2005 X-Type.

Jaguar Hella 1X43-13W030-AK Jaguar Hella 1X43-13W029-AK The headlights were reconditioned with new adjusters, and have been in storage for a few years. They came from a family owned vehicle repair shop which closed down.

Price: \$900 for the pair.

Contact: Elliott Marsh Mobile: 0431 415 236

Email: ec.mesiah.11@gmail.com Location: Glebe, NSW 2037



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Contact: Phil Enright Mobile: 0412 851 188 Location: Bribie Island

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eandftyperegister@gmail.com

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XJ6, XJ12, Series 1, 2, 3



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