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MAY / JUNE 2025

JAGUAR

DRIVERS' CLUB QUEENSLAND MAGAZINE



Print Post Publication Number 100023288

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WELCOME FROM THE EDITORS

Dear Members, we are thrilled to take on the challenge of continuing the legacy of *Queensland Jaguar Driver* and contribute to a publication that means so much to this community. Having been connected to the Jaguar Drivers' Club practically our whole lives - through our father, grandmother, and our own experiences - we're excited to give back in a meaningful way.

A heartfelt thank you to outgoing editor June Whitehouse for her dedication and many years of service since taking on the role in 2017. She's been incredibly generous with her time during the handover and ensured we had everything we needed to hit the ground running.

This issue is particularly special, marking 50 years of the JDCQ. We've gathered stories, reflections, and historical insights to celebrate this milestone and honour those who have shaped the club's journey. Additionally, we're diving into another milestone - the 70th anniversary of Jaguar's first Le Mans victory with the D-Type, an achievement that cemented the marque's place in motorsports history.

Thank you to Robin Kup-Ferroth for allowing us to photograph his immaculate E-Type convertible (featured on the cover and throughout the issue) and for sharing the story of its restoration. If you'd like your car featured in an upcoming edition, we'd love to hear from you.

We also welcome your contributions. Whether it's a memorable club event, a restoration project, or a piece of Jaguar history close to your heart, we encourage you to share your stories with us.

Please submit any written/photo contributions for the July-August issue to editor@jagqld.org.au by Friday, 20 June 2025. Enjoy the issue and we'll see you at the next event!

Best regards,
Andrew & Sam McMath

Printed by AllPrint Brisbane
Shop 2/77 Gawain Rd, Bracken Ridge QLD 4017
Phone 07 3261 8869

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, 4 May	Beenleigh Rum Distillery Contact Paul Lucas - info@jagqld.org.au	Exit 28 Pacific Hwy, near Ampol outside Hyperdome
Sunday, 11 May	Cars 'n' Coffee Contact Graham Heather - 0437 231 459	Samford Village Shopping Centre
Wednesday, 28 May	Mid-week catch up Contact Barry Cooper - 0418 985 388	Sea, Salt & Vine Cafe @ Reef Point Esp, Scarborough
Sunday, 8 June	Cars 'n' Coffee Contact Graham Heather - 0437 231 459	Samford Village Shopping Centre
Sunday, 15 June	RACQ Motorfest Contact Graham Heather - 0437 231 459	Registrations close 16 May, register for 'British' section
Tuesday, 17 June	Register Meeting Pre-meeting dining from 6.30pm	7.30pm @ Club Yeronga, cnr Kadumba Rd & Fairfield Rd
Sunday, 6 July	2025 Macs Bridge Classic Festival	Aerodrome Rd, Caboolture
Sunday, 13 July	Cars 'n' Coffee Contact Graham Heather - 0437 231 459	Samford Village Shopping Centre

GOLD COAST REGISTER

Monday, 26 May	Monthly Meeting	Nerang Bowls Club
Saturday, 7 June	Lunch Contact Arthur Kontalis – 0418 467 023	St Bernards Restaurant, Mt. Tamborine
Thursday, 26 June	Lunch Contact Andrew Danks – 0437 532 475	Beer Keller, Mt. Alford
Wednesday, 2 July	Lunch Run Contact Glenn Anderson – 0408 230 239	TBA
Sunday, 20 July	Christmas in July lunch Contact Marilyn Porter – 0411 119 844	TBA
Monday, 28 July	Monthly Meeting	Nerang Bowls Club

SUNSHINE COAST REGISTER

Thursday, 19 June	Run to Gympie RSVP by 12/06 julesnbaz@southernphone.com.au	Meet at the Duck Ponds, 215 Bruce Hwy, Monkland
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

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DARLING DOWNS REGISTER

Sunday 8 June	DD Poker Run RSVP Terry Whitehouse	Location TBA
Sunday, 10 August	DD Sports Run RSVP Terry Whitehouse	Location TBA

MACKAY & THE WHITSUNDAYS REGISTER

Saturday, 10 May	Formal Dinner RSVP Lyn bt 4/5 – 0417 074 674	Held at Ocean International, formal dress required
15-16 August	Weekend Away at Eungella Book direct with hotel – 07 4958 4000	Broken River Mountain Resort
24-25 October	Easter in October EOI to hosts Warwick and Sue – 0417 793 392	Hydeaway Beach
Saturday, 27 September	Lunch at Airlie Beach Note: Airlie Markets are on	Venue TBD
29-30 November	Weekend Away at The Palms Book direct with motel – 07 4956 6266	Sarina Beach Motel, Christmas Theme

WIDE BAY BURNETT REGISTER

Sunday, 15 June	Hervey Bay	Mini Golf and Morning Tea/Lunch
19-20 July	Weekend Trip to Cania Gorge	Meet at Gin Gin Bakery on Saturday for Morning Tea. Lunch at the Mulgildie Hotel. Saturday Evening: Mad Hatter Pizza Party at Cania Gorge Caravan Park. Secret Gift Exchange and Raffle Prizes.
Sunday, 17 August	Outing to Biggenden	BYO Morning Tea at Paradise Dam. Lunch at The Bigg Gallery Cafe in Biggenden.

CAPRICORNIA REGISTER

Sunday, 25 May	Classics by the Coast Car display organised by Chris M	Emu Park
Sunday, 15 June	Café Meeting	Meet @ Early Birds Café, Lunch @ Delulu Pub
Sunday, 27 July	Morning Tea Gladstone Harbour	Meet @ Calliope Park, Lunch @ Many Peaks Hotel

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.

PRESIDENT'S REPORT

Hello fellow Jaguar Members,

Welcome to the first edition of the magazine produced by our new Editors, Sam and Andrew McMath. Sam and Andrew have been part of the Gold Coast Register their entire lives. Their father, Douglas, was a past Vice Chair and Chairman of the Register, and both Doug and his wife Kate were members before the boys were even born. Their grandparents, Dorothy and Neville Collie, are also members. Welcome aboard Sam and Andrew — we look forward to a new outlook for the Queensland Magazine.

I must also thank June Whitehouse for her dedication and hard work in producing her first magazine in 2017 — and many excellent issues since then — on behalf of the Club.

On a sad note, I must acknowledge the recent passing of Tony Curtis. Tony was a familiar face, first in the Brisbane Register and then the Gold Coast Register. He served the Club in several roles, including as Membership Officer and Treasurer. I had the privilege of knowing Tony for over 60 years. His funeral was held on 20 March, and I was pleased to see many Queensland Club members in attendance — some proudly wearing their club shirts.

Karen and the family have been overwhelmed by the outpouring of kind messages. On Karen's behalf, thank you.

Turning now to the 50th Anniversary celebrations — everything is coming together wonderfully, thanks to the many people working behind the scenes. A big thank you to Wendy Gross for her efforts to make the dinner a night to remember, and to Terry Whitehouse for organising the display day. If you haven't already let Terry know which car you'll be displaying, please do so as soon as possible. We also need to know if you want to go on the run on Sunday, for catering requirements.

If you plan to attend the Sunday display at Aerotec as part of the David Hack Classic, please let us know — numbers are important for planning. No doubt, many of us will be reconnecting with members we haven't seen in a long time. If you're like me, you might recognise faces but not always remember names, so wearing your club name badge would be appreciated.

Thank you to everyone who has placed regalia orders. These will be available for collection from Friday, or at the tent on display day. We'll also have some regalia available for purchase on the day.

Finally, the 50th Anniversary book is nearing completion. Once it's with the publisher, we'll be able to confirm pricing and availability. A big thank you to all the Registers who contributed information about their history to Wendy.

Looking forward to a fantastic weekend in Toowoomba. Safe travels to all.

Di Cooper
President J.D.C.Q.



Resurrecting a Classic

Robin Kup-Ferroth

Not long after we moved from Sydney to Brisbane for business reasons, I was looking for a new project and got interested in purchasing an E-Type.

As I did not know much about E-Types, I spent a lot of time collecting information and photographing cars at various displays. Asking around, I learned that Jaguar World in Rocklea – which restored all makes of classic cars – imported E-Types from the USA and might have something for sale. Upon visiting their workshop in 1999, I found they had a 1965 Series 1 4.2L roadster for sale but most of it was in boxes! There was a body shell and bonnet against the wall but the rest of the car was scattered around.



The body, A frame and bonnet were straight with no damage, but there was a small amount of rust in the floor and doors. After purchasing it I left the body there for the rust to be cut out and for it to be painted, and loaded up the rest of the car on a trailer for restoration. At home, I checked whether all parts of the car had been supplied and found a couple of things missing which I had to follow up.

After a close look I realised everything needed full restoration. The car had not done excessive miles but must have been neglected over the years and parked in a damp area.

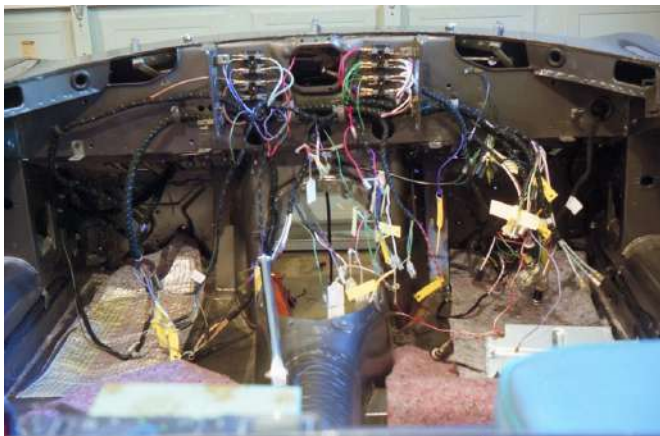


I had little difficulty in repairing the mechanical parts of the car as I had worked with my father repairing cars in his business since I was young and had also restored an MG TC, Triumph TR3 and my Mk2 in the past. When the car was painted, Jaguar World lent me a trolley and I got the body home and started the rebuild. I sent the rear suspension frame, hood struts and other parts away to be powder coated and the bumpers away for re-chroming. The latter became a drama as the chrome platers I chose must have been in financial difficulty because after many assurances the work was being done, I visited the factory to find it had gone bankrupt.



Fortunately, I was able to gain access via the Administrator of the business and was able to retrieve my parts, which were exactly in the same state as when I left them three months before. I found another chrome plater and everything worked out after that.

The first items I completed were the front and rear suspensions and, after fitting the A Frame and struts to the body was able to get the car on its wheels. I sent the steering box away for conversion to right hand drive and purchased a right-hand drive accelerator and brake unit box which, when assembled with the pedals fitted onto the cutout on the right side of the body. The dashboard needed reversing and Jaguar World produced a mirror image of the one which came with the car. I then fitted the instruments and switches which were in good condition. The next thing was a rebuild of the engine. It was in generally good condition and did not need a rebore but I replaced key parts. I restored the Head and had the valve seats modified to take unleaded petrol.



On inspection I found the gearbox to be in good condition and I just replaced the bearings. After installing the engine and gearbox, I fitted the new steering, restored radiator, cooling manifold, heater, restored carburettors and brakes, including upgraded calipers on the front.

The next challenge was the wiring and electrical fittings. I obtained a new wiring loom from Vintage Harnesses in Bellingen NSW and commenced rewiring the car.

This took some time and all wires and electrical items needed to be tested before any power could be applied.

I modified the wiring where necessary to allow for a modern cooling fan and relay to be fitted to the radiator. I also procured a new windscreen and had that fitted by professionals.



As the spoked wheels were showing their age I purchased new ones from the Healey Factory in Victoria. I was also able to purchase a trim kit for the car from Jaguar World. This included the seat covers, carpets, door panels, hood and boot cover, and the hood itself.

I had to carve new timber supports that fitted to the body and held the rear of the hood in place. I found a good motor trimmer in Brisbane who did an excellent job fitting out the car.

Finally, the car came together and we have enjoyed it for 20 years. We have entered the car in concours events over the years including the Nationals on the Gold Coast, Newcastle and Canberra with some success and taken it on many club events.



National Rally and Post Rally Tour Links

Write up, List of Awards and Photos	https://www.jaguar.org.au/national-rally
Quick Cars at Lithgow	https://www.youtube.com/watch?v=FlvI7A-gFHU
Sporting Event Lithgow	https://www.youtube.com/watch?app=desktop&v=gvOIPGsxoU
Long walk around display day	https://www.youtube.com/watch?v=H8zvJ2J_j-E
Concours Cars	https://www.youtube.com/watch?v=_dfGYBdyM_I
Registration Day	https://www.youtube.com/watch?v=2tZneOvMfeU
Display Day	https://www.youtube.com/watch?v=TImN0LGO-Y8

From the Editors

Thank you to everyone who submitted contributions following the National Rally. We've been delighted – and a little overwhelmed – by the volume of reports, photos, and reflections shared with us.

Due to space limitations, we haven't been able to include everything in this issue. While we work on a long-term solution to make all contributions accessible to members digitally, we've chosen to feature a selection of the earliest articles received.

We appreciate your understanding.



JDCQ Travels to the Nationals in Bathurst

Article: Rod Greasley

Photos: Sue Greasley

It was a pleasure to join a group of like-minded Jaguar enthusiasts for a memorable road trip from Brisbane to Bathurst. There's something special about travelling together, sharing stories, and bonding over beautiful cars and scenic roads.

We departed Brisbane under a light drizzle, but the weather steadily improved as we journeyed south. Our first stop was lunch on the deck overlooking the Clarence River – the perfect setting to reconnect with familiar faces and welcome new ones.

That evening, we stayed in Nambucca Heads. While Susan and David took time to pay respects to past relatives, the rest of us enjoyed dinner at the motel restaurant. Though the meals took their time arriving, the extra moments allowed for relaxed conversation and good humour.

The next morning brought heavy rain, which followed us all the way to Taree. Fortunately, the skies cleared just in time for a lovely waterfront lunch at Sailos Restaurant. David tackled a 500g steak with gusto, though some joked he could have handled an even bigger one!

Our accommodation that night was in Raymond Terrace, where we met up with Tim Wall. Happy hour by the pool was a delight, and Rod briefed us on the next day's route – a scenic detour to avoid the infamous Hexham Bridge and its traffic. Suzie was slightly anxious about leading Ralph the wrong way, but we reassured her to stick close, and the convoy stayed tightly together.



Luckily, we all kept together as he took us through country lanes with geese crossing in front of us, but there was absolutely no traffic and beautiful scenery. We continued to the beautiful town of Denman where we had morning tea. I think Susan and Sue flexed their credit cards a little bit at the quaint shops there. Sue even asked Tim if she could put a few goodies in his car if our XK150 became too crowded.

Bylong Way was breathtaking, though a bit bumpy – a true test of our cars' suspensions. A speeding truck veered over the centre line at one stage, unnerving a few of us, but we pressed on safely. Our lunch stop was in the historic town of Rylstone, where most of us enjoyed a pub lunch and a good look around the town.

Arriving in the afternoon, we were thrilled to discover our accommodation overlooked the legendary Mount Panorama – with rooms right on Conrod Straight! It was a fitting end to a rewarding drive. We toasted to our safe arrival at happy hour, all looking forward to the Rally wonderful experiences that lay ahead in Bathurst.



Jaguar Extravaganza at the 53rd National Rally Bathurst

Tony Brett

The Jaguar Drivers' Club of Australia, our Sydney based counterpart, hosted an extraordinary event during the first two weeks of April 2025. The rally ran in association with celebrations for the 50th Anniversary of the release of the XJC and XJS. At the time, 50 years ago, the Jaguar National Rally was so important to Jaguar Australia, that they announced and previewed the cars at the 1975 National Rally. In 2010, Jaguar did something similar for our Queensland-hosted National Rally, when they placed a freshly released Jaguar XJ X351 in the foyer of the RACV Resort on the Gold Coast.

The anniversary celebrations were held in the days prior to the actual rally, which was a full format rally, then afterwards our hosts held a flexibly scheduled and very interesting Post Rally Tour.

But firstly, some explanation for those unfamiliar with National Rallies. Since 1970, with the exception of 2020 to 2022 because of Covid, each year one of the Jaguar Clubs in one of the states has hosted a National Rally. Previously, the host state was set on a rotational basis, but as clubs lost the resources to run these large events, hosting has become based on ability to run the event. A full format rally, which Bathurst was, consists of the following events:

Friday: Sign in, with Meet & Greet Casual Cocktail Party/Gathering in the evening.

Saturday: Concours and display day, preferably with significant public exposure, and a Dinner Dance, typically with a keynote speaker.

Sunday: Sporting Event and Alternate Events, with Presentation Dinner.

Monday: Farewell breakfast/brunch. Post Rally Tour leaves for 5-6 days touring.

This full format rally, which requires significant organisation and a small army of helpers, proved extremely popular, with ~190 registrations and 15 concours entrants – an outstanding result. Preparing a car for concours is not an easy task, and a lot can go wrong whilst traversing the journey.

Bathurst is unique having Mount Panorama Race Track, where arguably the most noteworthy Australian Jaguar success occurred in 1985 when the XJ-S's of John Goss/Armin Hahne won and Tom Walkinshaw/Win Percy were third. Our Rally was headquartered at Rydges on Conrod Straight. Additionally, sign on was at Garry and Susan Baxter's whose driveway entrance is at a turn in point for what used to be known as XL Bend.

Garry and Susan have a shed full of interesting Jaguars, which provided a back drop for the sign in. The Presentation Dinner was also held on track, at Bathurst Goldfields whose entrance is where the exit of Forest Elbow straightens into Conrod Straight. All the other functions were held at Rydges.

Jaguarphiles are known for their love of food, and none of the events disappointed. Of special note was the Presentation Dinner. Sadly, I missed the sign on and the first half of the Meet and Greet. Such are the joys of preparing for concours after a very wet trip of 1,260 kilometres. However, I was present to hear an address by newly appointed, JLRA MD Penny Ferguson, previously of Tiffany & Co. Subsequently, head of Jaguar Andrew Chapman was interviewed by National Rally Director, Michael Collett. Neither performance left those with newer Jaguars (less than 15 years old) confident there will be an abundance of support for the vehicles in the future. However, Jaguar had strategically positioned 2 F-Paces outside Rydges, and there was also an attractive F-Type in the foyer. I do believe JLRA, as an organisation, had lent assistance to the rally organisers as much as they could, which was heartwarming.



The following night, Saturday Dinner Dance, the keynote speaker was Scott Snape from SNG Barratt UK, who stepped in for Julia Barratt at the last minute. Scott gave a very entertaining address, with news many times more positive than the night before. SNG Group has officially partnered with Radial Equity and will be joining a network of specialty automotive parts suppliers for British marque vehicles that already include Moss Motors and Rimmer Bros. Scott noted that whilst SNG had been offering a range of spares and consumables for late model Jaguars, this would be ramped up under the new structure. So good news for the owners of more recent models, all the way through to F-Paces and the like. Of special note, the music for the evening - a perfect blend of 60's, 70's and 80's.



Court House Precinct in Russell St.



Queensland Concours Entrants: Nigel Sutherland's XKR-S & behind, Tony Brett's XJS Convertible.

Concours Day (Saturday)

The main street of Bathurst (Russell St) had been closed for the block including the Bathurst Court House. The concours cars were a stand out in front of the court house. The XJC and XJS celebrated models were in two long lines in the middle of Russell St and other models scattered about the street in groups. In all, about 250 cars were on display. Looking around the cars to be judged, it was obvious the standard of preparation was high, with a wide variety of models.

There are 2 classes of concours, d'elegance and d'etat. Both are judged for condition and cleanliness, but the d'elegance entrants are also judged on originality. So, my car has rear parking sensors and the bonnet badge is not correct, and is not a good candidate for d'elegance. Interestingly, both classes had their tool kits judged this year.



Steve & Katya Pas' 1970 420G, which was driven to Bathurst and prepared by the owners, entered in d'elegance:

- Gold Award - Sir Nick Scheele Highest Score in d'Elegance built in Sir William Lyons' lifetime
- Richard Crawshaw Memorial Trophy d'elegance first time entrant highest score
- Sir William Lyons trophy outright winner of d'elegance.



d'etat Gold Award and Highest Points Scorer Post Sir William Lyons Era



d'etat Silver Award & Member of Queensland's Winning Team at Sporting Competition



Merv & Lyn Jackson, SCRR, XJS 61 on display



Ralph and Suzy Johnson's F-Pace was one third of the winning team on Sunday's Sporting Event.



Lyn and Colin Pickering's 340



John Allwood with X308



Devaux Prototype, Jaguar Powered



David Lewis & Susan Stuart with their XF Sportsbrake, which is a rare car in Australia.



David & Nigel getting in behind the Rural Fire Service



XK's galore.



Preparing for departure on Display Day



Not all engine bays are the same. Above are the E-Types entered in d'etat, and below is an ever so slightly modified XJC V12.



P7 F-Type - rare in Australia.



420 shows endearing patina.



Above: Merv and Lyn Jackson's XJS. Simply a stunning car, modified 6l V12, 4speed auto transmission with an extraordinarily attractive engine bay. Merv was asked to display the car at the entrance to the presentation dinner on Sunday Night.



Mk V Drop Head - also rare.



Below: Nigel Sutherland and Merv in deep discussion.

Sporting Event (Sunday)

The event was held at the Lithgow Raceway, which is primarily a cart track, sufficiently wide for cars, but much too tight for our Jaguars to stretch their long legs. That said, judging by the smiles, the participants had a great time. I'd believe Nigel in the XKR-S gave it heaps of welly, and the video of Ralph in the F-Pace looked slow and very tidy – which normally means a fast time. Ralph and Nigel were joined by Tim Mallyon, who is a long-standing Brisbane Register member, hailing from Sydney, in his modified Mk II. Together they made up the winning team in the State Relay Event, beating rival Tasmania by 7.7 seconds. Tasmania were somewhat miffed by the result and claimed Queensland had enlisted the services of a ring in. Reference to the records, and a confirmation from Tim, satisfied everyone.



Tim looking for the apex.



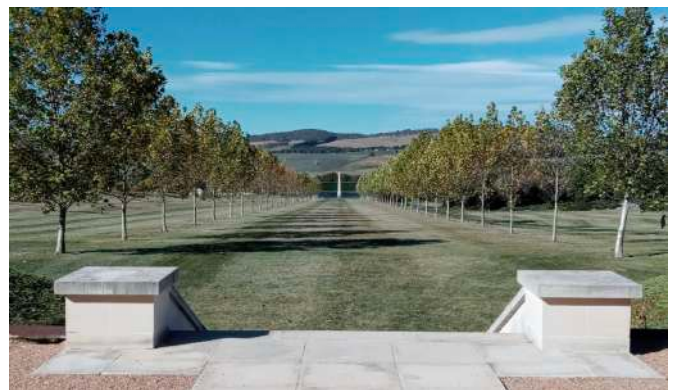
Smiling winners.

As per tradition in full format National Rallies, there are a number of alternate events available on Sunday. Our hosts had organised a bus tour to Abercrombie House, a Scottish Baronial Mansion for morning tea. The tour then continued to the village of Rockley, for lunch at the Matt Moran owned Rockley Pub, followed by a stroll around this historical village. From all reports lunch did not disappoint.

For those still wishing to drive, the alternative was a scenic country route to Oberon, then onto Mayfield Gardens for lunch and a look around this magnificent 64ha garden. Lunch was delicious, but the treat was in the gardens. They are the result of an endless amount of planning, effort, labour, love and money.



Obelisk & Lake



Down the Avenue to the Obelisk



Lunch at character filled Mayfield Gardens.

L-R: Chris Millard, John Allwood, Tony Brett, Russell Ostwald from Capricornia and Sunshine Coast.



Graham, Jill & Tony (Sunshine Coast)



Ready for Presentation Dinner.

L-R: Rod & Sue Greasley, Lyn & Merv Jackson, Tony Brett, Suzy Johnson



On the concours forecourt.

L-R: Beverley Sutherland, Tony Brett, Stu Gross, Wendy Gross and Suzy Johnson

Farewell Breakfast (Monday)

Held in the function rooms on the 7th Floor at Rydges, this was our chance to wish those leaving farewell, and to reminisce on the rally. Those of us who were going onto the Post Rally Tour had to leave a little early, whilst others had the opportunity to linger longer. Many of us caught up with folk we rarely see to discover what was new in their lives. Sadly some of the rally stalwarts were missing, and I guess we have to accept that none of us go on forever.

Bathurst is a unique location to hold an event of this nature, and the city reciprocated with a friendly, enthusiastic welcome. Not only that, the weather was fine and mild, which was welcome after a more than one metre of rain in the previous month at home.



Parked at Mayfield Gardens

Queensland Contingent Honour Board

53rd Jaguar National Rally - Mount Panorama, Bathurst				
Registrant	Car	RR	Events	Award(s)
John Allwood	X308	SC	Rally	
Clive Arnold	Nissan 350Z	BNE	Rally/PRT	
Tony Brett	XJS Convertible	SC	Rally/PRT	Concours D-Etat Gold ACJC Trophy Highest Point Scorer in D'Etat Post Sir William Lyons Era
Rod & Sue Greasley	XK150 DHC	SC	Rally/PRT	
Stu & Wendy Gross	E-Pace	SC	Rally	
Merv & Lyn Jackson	XJS 6-Litre	SC	Rally/PRT	Car Displayed at Presentation Dinner
Ralph & Suzy Johnson	F-Pace AWS	SC	Rally	Member of Winning Team at Sporting Event
Graham Lees & Jill Healey	XE Black Edition	SC	Rally	
David Lewis & Susan Stuart	XF S Sportsbrake	SC	Rally/PRT	
Paul & Kathryn Lucas	XJS	BNE	Rally	
Chris & Marlene Millard	XJR	CAP	Rally	
Russell & Doreen Ostwald	XJ8	CAP	Rally	
Colin & Lyn Pickering	340	SC	Rally/PRT	
Nigel & Beverley Sutherland	XKR-S	SC	Rally/PRT	Concours D'Etat Silver Member of Winning Team at Sporting Event
Tim Wall	XK8	BNE	Rally/PRT	
Stephen Williams & N Hughes	Daily Car	CAP	Rally	

Capricornia Register Awoonga Dam

Event Report by Kris Rodda

On 16 March, 28 members and friends of the Capricornia Register gathered at Awoonga Dam for a delicious morning tea and lots of fellowship.

The weather was lovely and we were even joined by a mob of wallabies who didn't seem to be bothered by us at all. It was great to see such a large turnout and I was even able to wrangle everyone in for a group photo.

After morning tea, we drove in convoy to Aquaculture Gladstone for a tour of the fish hatchery. I have to say it was really interesting how they breed the fish for Awoonga Dam, as well as other dams in Queensland.

The big Barramundi stole the show, and it was fascinating to learn more about these amazing creatures. I was surprised to learn there are fresh water stonefish, as I had no idea they existed. I was not so happy to learn they are found in our region. Our tour guide then fed the fish, which was quite a frenzy.

After the tour, we headed to Calliope for lunch at the Diggers Arms Hotel. Everyone must have had the same idea, as there were two other car clubs at the pub as well, which made for a very lively time.



Sunshine Coast Register

Upcoming Events

Run to Gympie

THURSDAY, 19 JUNE 2025

Trip Leaders: Barrie McDevitt & Julie Abbott (Jules n Baz)

Join us for a scenic and social drive north to Gympie, with a visit to a spectacular private orchid collection.

- **Meeting Point:** *Duck Ponds, 215 Bruce Hwy, Monkland* — please arrive by **9:30am**. Turn into the carpark just past the Gympie Information Centre and gather near the toilet block.
- From there, we'll convoy to *106 Pine Valley Drive, Pie Creek* (approx. 10 km) to visit Leanne and Jim's impressive Orchid Houses.
- **Morning Tea:** BYO — we'll enjoy our refreshments before a short presentation by Leanne on potting, dividing, and caring for orchids. A variety of orchids will also be available for purchase.
- Afterwards, we'll take a different route back into town for lunch at the **Gympie Sports Club**, 2 Shields Street, overlooking the golf course.

RSVP by Thursday, 12 June 2025

Email: julesnbaz@southernphone.com.au

Phone: Barrie on **0438 821 273** to help us secure the best lunch seating.

Pre-Bastille Day Lunch

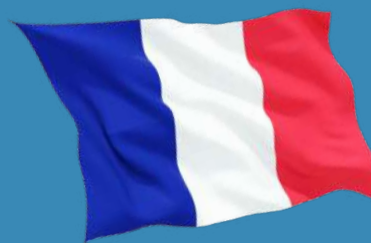
FRIDAY, 11 JULY 2025

Join us for a relaxed country drive and lunch in the picturesque Sunshine Coast Hinterland.

- **Meeting Point:** *Pioneer Park, Landsborough (eastern carpark)*
Arrive by **10:00am** for a BYO morning tea and catch-up with fellow members.
- We'll depart around **11:00am** for a scenic one-hour drive to the **Maleny Hills Motel** for lunch.
- **Lunch Cost:** \$36 per person for a 2-course meal
- BYO drinks
- **Please note:** Numbers are limited — early RSVP essential.

RSVP by Thursday, 4 July 2025

- Contact organiser Wendy via **0498 203 257** or goodwillpark2@gmail.com



Brisbane Register

Save the Date



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

Lunch at General Gordon Hotel

Event Report

On Saturday, March 22, 2025, nine enthusiastic members of the Mackay Whitsunday Jaguar Register gathered at the General Gordon Hotel for a delightful lunch.

Among the nine attendees, two Jaguars made a striking appearance. The McAllisters arrived in their stunning racing red F-Pace, a modern marvel that commanded attention with its sleek design and powerful presence, even though it was covered in mud from driving to the venue. Complementing the contemporary allure of the F-Pace, Laurence graced the event with a beautifully restored Mk 4, a testament to the timeless elegance and craftsmanship synonymous with Jaguar's heritage.

The culinary offerings at the General Gordon Hotel lived up to expectations, providing a meal that was both delicious and satisfying. The members shared stories, experiences, and laughter, creating an atmosphere of warmth and fellowship. However, as only two members were wearing their badges, Ant's Law required our Chairman Lyn to reluctantly fine the other 7 members in attendance.

As the lunch concluded, anticipation began to build for the next gathering. The members eagerly discussed plans for a formal dinner at the Ocean International, set for Saturday, May 10th. This upcoming event promises to be a sophisticated affair, offering an opportunity for members to don their finest attire and celebrate their shared passion in grand style.

The lunch at the General Gordon Hotel was a resounding success, highlighting the vibrant community within the Mackay Whitsunday Jaguar Register. With two magnificent Jaguars on display and nine devoted members in attendance, the event exemplified the spirit of the club. As the members look forward to the formal dinner in May, vowing to remember their badges, the camaraderie and shared enthusiasm for Jaguar cars continue to thrive.

Next event: Formal Dinner at Ocean International, Saturday May 10



Left: Fellowship around the Table – Photo taken by Warwick McAllister



Above: The Immaculate Mk 4 – Photo by Warwick McAllister

Right: Laurence explaining the finer points to Paul O'Grady, Tonny Wolzak and Rick Campbell. Photo by Warwick McAllister



Gold Coast Register

March-April Update

Photos of recent events



Above: lunch at Parkwood Golf Club in April.

Below: lunch held at the Murwillumbah RSL in March.



Wide Bay Burnett Register

Run to Coonarr Beach

March Event Report

Toni and I set off in the 40, heading for the meeting point at the BP at Torbanlea. We then drove in convoy to meet up with the northerners at Elliott Heads, and then onto Coonarr Beach for morning tea. It is a lovely spot. We had our meeting, where the raffle was drawn, then we headed for Macadamia Australia for lunch.

A great day was had by all; good company and some wonderful Jags.





Wide Bay Burnett Register

Run to Gympie

April Event Report

Roger was the first to arrive at our home in Gympie, having stayed the night while visiting from Monto. He was keen to check out our Mk 40 and catch up. Since our place can be a little tricky to find, we'd arranged to meet the group out on the Bypass and lead them in.

Once everyone had arrived, we welcomed a great mix of visitors — Barry and Jules from the Sunshine Coast Register, two new members from Hervey Bay (Richard and Isabella), and some good friends of ours who are restoring a MkII and are planning to join the Club.

Morning tea and our informal meeting were enjoyed alongside plenty of shed visits, with much interest in the MkVIII progress and some admiration for "Rupert," my 1.5 Riley RME. The yard was full of Jaguars... plus a Lexus and a Kia sneaking in too.

After some enthusiastic discussion, parts were being secretly loaded into Roger's car (a surprise for Toni!) — a DG gearbox, to be exact. I just happened to have a spare lying around... as you do.

We wrapped up the day with lunch at the Phoenix Hotel, which was excellent, before saying our goodbyes and heading off. Another fantastic day spent with great people, cars, and conversation!





Darling Downs Register

Annual Picnic

Event Report

On Sunday 11 April, 23 members of the Darling Downs Register met at Highfields Park for our annual picnic event. This year's organisers, Bruce and Jeanine, had quite a treat in store for us.

The picnic itself was held at a park in Clifton. Having put up our chairs and tables, in a lovely section of the park, we settled ourselves down to relax, chat, eat and drink for the morning. We included our register meeting and also had our raffle. Morning tea rolled into lunch, which we had to have early as we had a train to catch.

At 12 we made our way to Clifton Station, which was just around the corner and down the road a bit. There was a bit of a wait on the platform until 12.30, when our Motor Rail train arrived to take us on a two hour round trip to Hendon Shuttle. The train was one that was used for the Queensland Commissioner to travel around in back in the day. We boarded the train through the 'Boardroom' where four of us were seated for the journey. There were railway staff aboard giving running commentaries about the history of the train and places of note en route. It was a beautiful day for both the picnic and the train ride; the gentle rolling motion of the train was very relaxing, and the day was enjoyed by all who attended.

Our thanks to Bruce and Jeanine for organising and to those who donated raffle prizes.



PAINT & PANEL *Mark Thompson*

In previous articles, I've discussed automotive paint layers and how thin they can be – especially on newer cars. At just one hundred microns thick, it's easy to understand just how easy the refinish can be scratched or chipped. The good news is that they can be fixed to a point that they no longer dominate the appearance of the car.

It all starts with the paint code. Every manufacturer includes the paint code either on the build plate or on an individual label. Your paint supplier will use this code, or scan a spectrophotometer, to identify the colour of the car and make the paint.

Over the years there have been products that promised to "remarkably restore your car's paint work". Remember coloured polish? The fact is only paint can restore and protect. While deeper scratches may require a coat of clear, those ugly scratches around door handle cups, for instance, can be polished out as they have not penetrated the entire clear coat and tend to temporarily disappear when wet. Be careful not to assume all scratches can be polished out, as you could inadvertently go through to the colour coat.

The best method to determine the most appropriate repair procedure is that if the scratch catches your finger nail it requires paint, if it disappears when wet then it's a prime candidate to use a coat of clear or buffing. Scratches in solid colours that don't show a primer in their depths can be polished out using a compound polish. Chips in the refinish are easier to repair in that they all require paint, which can be applied in a number of ways. The image below shows three tools:



The first is a fine line paint pen. You fill it with paint it then allows paint to flow into a chip or a scratch.

Next is a no. 1 fine liner, believe me it pays to buy a good quality brush as they will last with care.

The third item is a bit exclusive, it is a Paasche flow pencil. This particular one will deposit a 1/64 inch drop of paint.

I've even used tooth picks if I thought I could get away with it just to save the clean up. The best application I found though was the good old paint brush for a number of reasons.

Whatever tool you use it is just a carrier of paint to the car surface. A brush not only achieves this but you are able to push the paint pool into odd shaped chips. They work upside down and can be excellent for door edges.

The best reason I prefer brushes is that they allow paint application to be varied to suit the colour.

Car paint is sprayed on. This allows the metallic flakes to lie in different directions, this is why some colours can look darker or lighter in different light and angles. For example a silver may benefit by brush strokes in a particular direction this allows the metal flakes to sit one way or another.

Horizontal strokes may result in a dark appearance, side to side may produce a bright one. With silvers I have had success in using a stippling method with a 0.5 fine liner brush, this helped duplicate a spray type pattern. Two layer red pearls always challenged my skills.

The best touch ups are always going to be achieved using the correct colour and applying paint just to the damage. I wonder how many of you have seen touch up paint applied by what could only be described by a six inch house brush on a pencil line scratch.

In the meantime keep it straight and shiny.

Mark

Mk 2 Burlblings

Robin Todd

I had a very good plan but not a cunning plan like "Blackadder". Mine was straight forward - Easter Sunday, after a large breakfast of "eggs" I would watch my favourite TV program have a few more "eggs" and then with my brain lit up light lightening zot off an absolute literary masterpiece for these burlblings. The plan was going well when Valerie walked into the room to tell me to stop yelling at the TV. I explained that I was not yelling at the TV I was merely trying to explain to the person talking excessively that the fact that they have two ears and one mouth and that, that means they should listen twice as much as they talk but unfortunately it seems that there is a virus causing some people's mouth to start flapping incessantly when a TV camera is nearby.

A couple more "eggs" and into the Burlblings but then I discover that SBS has the Bathurst 6 Hour Race coverage and it is about to start. I just absolutely have to watch this entire event, so with a bag of chocolate nourishment to keep me alert I make myself comfortable on the couch. The event is really a BMW benefit but I truly need to watch it. I have a lot of difficulty with the BMW naming regime. An M2 looks like a M4 F82 but I think I worked out, after it was all over, that a M3 F80 LCI has 4 doors and the M4 has 4wd. They all seem to have the same 3 litre twin turbo engine, but some have manual gearboxes and some an M4 I suspect, a automatic. According to the commentators a number of cars had a problem with their electronics and after a while of hard racing they were likely to turn them selves off so the driver had to stop the car, turn everything off and then go through the start procedure all over again. Not something that would especially please a driver or indeed the whole team that has worked so hard. It never fails to astound me that they can run the entire race at speeds so close to their qualifying effort without flinging the machine at the fence and the only problem being that some bit of electrical gear has a mind of it's own and turns itself off. Damn that AI.

I once said to an Jaguar salesman that I rather liked the idea of a 4wd X Type and was told very directly that it is ALL Wheel Drive not 4 Wheel Drive and I'm sure you will be surprised to hear that he did not laugh or even smile

when I said in that case how does the spare wheel get to do any driving. Actually Jaguar did toy with a competition version of an X Type and it looked really good lowered with flared guards to cover the wider wheels.

X Types are reasonably priced so wouldn't it be a ripper idea to get a 3 Litre Manual 4wd oops AWD wack on some wide wheels, lower it an inch or two and get rid of some of the mufflers so it could make a proper noise and take it to the Leyburn Sprints. It doesn't really matter how it goes, it would look good and it would be good to build on the attendance of two Jaguars last year [a Mk2 and an XJ6] with another one. By the way the Mk2 came from Victoria and the XJ6 from New South Wales.

A very wise Motor Sporter once told me it does not matter how well you go on the circuit, provided you make a lot of noise and if possible get some flame out of the exhaust as you drive through the pits. He also said that if you drop a wheel or two in the dirt off a corner you can become a bit of a Hero but that can be a bit fraught. One wheel is ok, two and its getting a bit iffy, any more and it might not be worth it at all.

We had a lunch at the Bull and Barley Inn at Cambooya recently. The attendance was down a bit but I think we all had a good meal and chat. For a change we left home well before the estimated time of departure and ran into road works on the New England Highway. You know the sort of delay where the traffic is stopped in both directions while a large group of machinery hold a conference. Two days later we had a doctor's appointment in Toowoomba and when we got to the roadworks we had to slow a bit to join the queue going our way. We arrived one and a half hours early and were taken in fairly early (probably because we go on and on about how far we have to travel when they keep offering us appointments at 8.15 am or such like). We got back to the roadworks before the scheduled appointment and once again straight through.

Some days are good and some even better.

Keep Safe.



Weather blues

Well, it has been a wild weather ride since I completed the last submission to this magazine on 24 February this year for the March/April issue. Brisbane and the surrounding areas did cop a fair bashing even though the cyclone was downgraded to a tropical low. Consequently, I had a bit of damage which included downed trees which required cleaning up and has taken up a lot of my spare time which should have been devoted to Jaguar fettling.

XK engine timing chains

I still have the cylinder head off my MK 2 2.4 litre car as I battled with the timing cover to replace the primary (or lower) timing chain. I have done this on 3.4 and 4.2 engines and there is just enough flexibility in the alloy casting to allow it to be removed off the two dowels and upper chain carrier. However, the smaller and much shorter 2.4 timing cover is far more rigid and does not want to flex. I have just managed to refit the timing chain cover and should have the engine back together fairly soon.

I am happy that I decided to do this job as the primary chain was quite stretched and very close to the limits of the hydraulic chain tensioner. If that "blows out" the chain can jump the sprockets and the valve timing goes out of whack which is a guaranteed way to get bent valves and a non-running engine. Actually, this had occurred in my Series 3 XJ6 which I bought as a repossession with the cylinder head off.

Sourcing cars for restoration

There are still a lot of cars of all shapes, sizes and varieties out there either hidden away or just abandoned in sheds, under houses or simply sitting in a paddock. Some are part of a deceased estate which has not been well managed as the executors are not "car people".

Quite often, the owner of the vehicle has intentions of "doing it up" but due to any number of circumstances including time, money, health and similar happenings never gets around to it. These are the ones I classify as "gunna does" (going to do it up). The problem is nowadays, even with the incredible revolution in communication with the internet and smart phones etc. there does not seem to be a method of putting up a "wanted" advertisement as I will explain.

In the old days where the majority of second-hand vehicles were bought and sold via newspaper advertisements it was easy to insert a wanted ad. I remember advertising Jaguar MK1 wanted and received 7 replies which included a MK2 and a MK7. I advised a work colleague to post a similar ad for a Triumph Mayflower and he ended up with a car which was missing a cylinder head but was totally intact and original and had been stored in a shed in the Cooroy area for 40 years. He got it for almost nothing and he already had a cylinder head from a rust bucket car he had picked up. His fixation on the Mayflower restoration project was that it was the family car in which he learnt to drive. If anyone has a similar method to use for advertising wanted in this electronic age please advise me.

Parts prices

Apart from Jaguars I also have a BF 2 Falcon utility and a Mitsubishi Colt. I use the Colt for around town and parking in shopping centres. Recently the Colt started displaying intermittent SRS (supplemental restraint system) warnings depending on where the steering wheel was at the time. This means the airbag system is not working and are the classic symptoms of a clock spring failing. The clock spring sits just forward of the steering wheel and carries the information on the airbag system as well as the horn and on more upmarket cars may include the cruise control, audio controls and similar switches found on modern steering wheels.

I approached an auto electrician to get a price to do the job. He checked with Mitsubishi Australia and came up with a price of \$380 for the clock spring and about \$200 to fit it. Gee, that was almost what the car was worth. So, checking out on the internet I found heaps of ads for clock springs ranging from \$70 to \$130. I ended up talking to one organisation and they advised they had a two-year warranty, sold dozens every week and could count on the fingers of one hand the number of warranty claims in a year. They also checked the cars VIN number as there were changes made in the Colts manufacturing history. I ordered one which cost \$129 delivered.

A quick check on Google to ensure I was on the correct track in safety precautions and I replaced the clock spring in about 1 hour. It has since worked perfectly. I can't help wondering at the \$250 price difference between the original manufacturer and the aftermarket item I used. By the way electrical systems like this don't worry me as my original trade training was as a radio/radar technician and I hold aircraft engineering licences covering electrics and instruments.

This is a blast from the past first published in May 1999

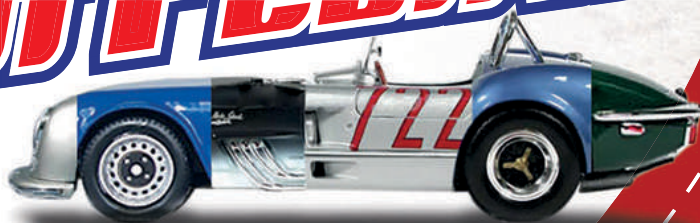
As a technical hint this time I use a technique to strip lacquer and varnish off wood work which I first learnt in the aviation industry. Simply apply some cloth such as singlet cloth over the area you want to strip. Pour on some acetone or lacquer thinners until the rag is wet. Immediately apply a sheet of Alfoil over the rag and wrap it over the edges if possible. If you have wet the material enough it will tend to adhere to the material anyway. Walk away and leave it for 10 to 20 minutes. Upon return unwrap the whole lot and wipe down with the cloth [which should still be wet]. You will find that even the oldest lacquer has been dissolved and can be wiped off. Varnish will generally take a bit longer and but crumbles and can be easily removed. Varnish sometimes requires a second go but this technique will work.

Modern foot note. I now recommend MEK (methyl ethyl ketone) which is widely used in the aviation industry as it is much more active than acetone and thinners.

Until next issue – safe Jaguaring

2025 MAC'S BRIDGE

Classic Car & Aircraft Festival



SUNDAY JULY 6 | 2025 | CABOOLTURE AERO CLUB
Aerodrome Road, Caboolture

(see reverse for location map and directions)



TRIUMPH SPORTS OWNERS ASSOCIATION QLD, MX5 CLUB QLD and CABOOLTURE AERO CLUB are organising the 2025 event with a larger display of classic aircraft and a new food court featuring an undercover seating area adjacent to vans offering a variety of menus and drinks.

Three awards for "Presidents Choice" will be presented at 11:00am.

FURTHER ENQUIRIES

MURRAY CLARK - murrayclark1@bigpond.com

PEARCE BOWMAN - pearcebowman@gmail.com

ENTRANCE FEES

DISPLAY CAR - **\$20** PER CAR

VISITORS (INCLUDING PARKING) - **\$15** PER CAR

Payment is available at the gate via cash or eftpos. Tickets for entry via the express lane can be purchased from the link below.

GATES OPEN

DISPLAY CARS - **7:00AM**

VISITORS - **9:00AM**

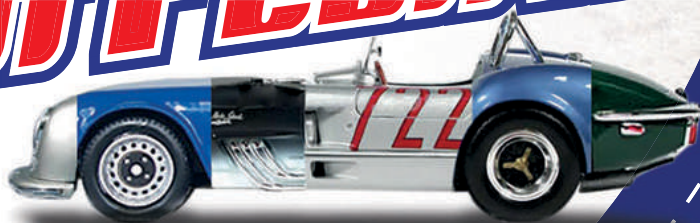


TICKETS

<https://www.trybooking.com/CXYNH>

More information available from <https://www.tsoaq.org.au/index.php/macleans-bridge>

2025 MAC'S BRIDGE Classic Car & Aircraft Festival



DIRECTIONS

PLENTY OF OFF-STREET PARKING
AVAILABLE FOR VISITORS



From BRUCE HIGHWAY, take Bribie Island off ramp (exit 152A) and proceed towards Bribie, keeping in left lane. Take the left turn at the first set of traffic lights, keeping in the right hand of the two left turn lanes.

After the turn, keep straight on along Aerodrome Rd until you reach the airfield and follow local direction signs.





Library News

Ray Hodges

Kelsey media have advised us that our bi-monthly Classic Jaguar magazine was discontinued with the Winter 2025 issue, which we received in January. This was not welcome news, but on a positive note, our subscription has been transferred to the monthly Classics World magazine. Each issue delivers the latest news, buying guides, practical advice, how-to articles and owner's stories from the classic car scene.

The Classic Jaguar name will live on in 2025 with occasional series of bookazines. Kelsey media plan to celebrate 50 years of the Jaguar XJS; 70 years of Jaguar saloons, since the 'Mk1' was introduced in 1955; profile the legendary XK120, 140 and 150 models and look ahead to the E-type.

Your Librarian is looking for your feedback as to whether you enjoy the Classics World magazine so that we can continue or cancel our subscription when it comes up for renewal in July 2025. If you would like to reserve this magazine, please call Ray Hodges 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 DVDs go to our website, log on, go to the library and search for the material then click on "Request this book".



The April edition of Classics World features "Forgotten Heroes" — the story of Jaguar's retro 5 Series rival, the S-type.

Webmaster News

Paul Lucas

Thanks to contributions from some of our members I have recently added a couple of interesting YouTube videos to our website.

The first one is a most interesting **Interview with Sir William Lyons**.¹

Well worth watching as he discusses the development of the XK engine and its use in several Jaguar models.

The second video is an interview with Norman Dewis on the **Development of the Jaguar XJ-S**.²

Keep a watch on News announcements on our website home page for more interesting videos.

Regards,

Paul Lucas
JDCQ Webmaster
info@jagqld.org.au

Digital readers: click the images below to navigate to YouTube. The third video, kindly sent by John McGagh, documents the **Jaguar assembly line process in the 1960s**.³







Membership News

Stu Gross

Hello JDCQ Members,

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

Greg & Helen Turner (Brisbane)

Phil & Maz Smart (Brisbane)

Malcolm Shaw & Thelma Abarabar (Gold Coast)

Nick & Jane Roberts (Mackay)

Doug & Glenda Unwin (Mackay)

JDCQ now has 435 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.

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 please deposit \$75 into the following account:

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.

Please note that payments are received by the JDCQ Treasurer, not myself. 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



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)

Name: _____

Membership Number: _____

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	\$

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**

Please do not send advertisements to the editor

Members - Free

Non-Members - \$30 for 2 issues



1996 Jaguar XJ6

Luxury & Performance

This Jaguar XJ6 is a well-maintained classic luxury sedan with 327,952 km, powered by a smooth 4.0L inline-6 petrol engine. It offers rear-wheel drive, an automatic transmission, and a refined, comfortable ride with a well-preserved interior.

Price: \$6,000

Contact: Marc Piotrowski 0410 747 940

Location: Palmwoods, QLD



2005 Jaguar X350 XJR

Expression of Interest

This Jaguar XJR is a high-performance luxury sedan with just 113,000 km, featuring performance upgrades and a supercharged 4.2L V8 petrol engine. It has rear-wheel drive and a 6-speed automatic transmission, delivering a dynamic and brilliant driving experience.

Price: Expressions of Interest

Contact: Chris Millard 0428 176 430

Location: Rockhampton, QLD



2015 Jaguar XE 25t R-Sport Auto

Modern Compact

This rear-wheel drive Jaguar XE is a single-owner vehicle with 202,300 km, powered by the reliable pre-Ingenuim 2.0L 4-cylinder turbo petrol engine. It comes with full service history, \$19,000 of factory options, and is 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

This classic has been a reliable daily driver for over 7 years, with extensive mechanical refurbishments including engine, cooling, brakes, and rust repair. It features a Supra manual transmission conversion for improved driving; a Moss overdrive gearbox is available separately.

Price: \$36,000 negotiable

Contact: Ross Young 0418 219 549

Location: Paddington, QLD



1977 Daimler Sovereign Coupe

A Rare British Classic

This Daimler is a rare British classic with only 1,677 units produced, featuring a 4.2L inline-6 petrol engine, rear-wheel drive, and a smooth automatic transmission. Finished in British Racing Green, it boasts a sleek pillarless design ideal for enthusiasts and collectors.

Price: \$65,000

Contact: Ian McKinney 0438 733 140, ian-vicki@outlook.com

Location: Beachmere, QLD



2015 Jaguar XF

Immaculate

This sedan is a one-owner vehicle with 88,900 km, powered by a 2.2L 4-cylinder turbo diesel engine paired with an automatic transmission and rear-wheel drive. It's in immaculate condition with near-new tyres and full service history available on request.

Price: \$25,500 Negotiable

Contact: Bob Ferguson 0428 317 080

Location: Banksia Beach, QLD

Parts & Accessories



Borg Warner Type 35 Gearbox - 1982 Daimler Sovereign

This is an automatic gearbox removed from a 1982 Daimler Sovereign, fully reconditioned in 1995 but never reinstalled. It has since sustained minor water exposure affecting a spring and lever (parts #355494 and #355542 on SCParts.co.uk), both of which are replaceable; the original reconditioning receipt is included.

Price: Free

Contact: Chris Pond 0447 713 345, chrispond@bigpond.com

Location: Victoria Point, QLD



Left and Right Headlights - 2005 Jaguar X-Type

These are reconditioned Jaguar Hella headlights (part numbers 1X43-13W030-AK and 1X43-13W029-AK) with new adjusters installed. They've been in storage for several years after coming from a now-closed family-run vehicle repair shop and are in good condition.

Price: \$900 for both

Contact: Elliott Marsh 0431 415 236, ec.mesiah.11@gmail.com

Location: Glebe, NSW



'CATXK' Number Plates

Price: \$600

Contact: Phil Enright 0412 851 188

Location: Bribie Island, 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

JDCQ Committees

Queensland Executive		18/194 Bishop Road, Beachmere 4510	
President	Di Cooper	0411 176 050	president@jagqld.org.au
Secretary	Wendy Gross	0498 203 257	secretary@jagqld.org.au
Treasurer	Barrie Fletton	0476 858 571	treasurer@jagqld.org.au
Membership	Stuart Gross	0498 203 227	membership@jagqld.org.au
Site administrator	Paul Lucas	0481 490 334	info@jagqld.org.au

Regional Register Representatives			
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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

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INVOICE

Jaguar Drivers Club of Queensland Inc. (IA 18106)

ABN: 31 195 910 938

18/194 Bishop Road, Beachmere QLD 4510

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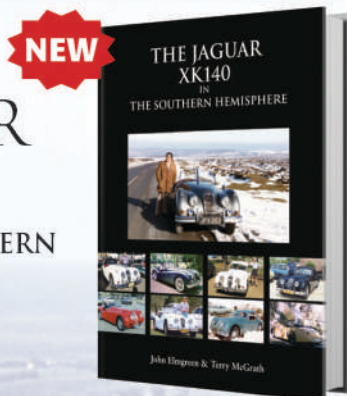
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