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NOVEMBER / DECEMBER 2025

JAGUAR

DRIVERS' CLUB QUEENSLAND MAGAZINE



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Welcome to the final issue of the JDCQ Magazine for 2025. It was great to catch up with many of you at All British Day in September, where the enthusiasm and turnout once again reflected the strength of our community. The organisers reported that over 600 British cars were on display, and we were delighted to hear from Tony Herald afterwards that his E-Type was crowned both Best British Thoroughbred and Best of British (Best in Show). Congratulations on this well-deserved recognition, Tony.

As the year draws to a close, we take a moment to acknowledge and thank two long-serving members of the JDCQ Committee: Di Cooper, who steps down as President, and Wendy Gross, who concludes her term as Secretary. Both have given many years of tireless service, dedication and care to the Club, and their contributions have played a vital role in keeping our community strong and active. On behalf of all members we extend our deepest appreciation and best wishes to them both.

This issue commemorates 50 years of the Jaguar XJ-S, the grand tourer unveiled in September 1975 that remains one of Jaguar's most distinctive and enduring designs. Featured on our cover, we reflect on its legacy and lasting appeal on page 4. We also thank Tony Nelson for his timely article during Prostate Cancer Awareness Month, reminding us of the importance of early detection and awareness.

As we approach the festive season, JDCQ Registers across the state are hosting their end-of-year and Christmas gatherings. We encourage members to come along, share in the camaraderie and celebrate another memorable year for the Club.

We wish all our members a safe and Merry Christmas, and we look forward to another exciting year ahead in 2026.

Please send any submissions for the January–February issue to editor@jagqld.org.au by Friday, 26 December.

Sam & Andrew McMath
Co-Editors of *Queensland Jaguar Driver*

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

UPCOMING EVENTS

NOV '25 – EARLY '26

BRISBANE REGISTER

Sunday, 9 November	Cars 'n' Coffee	6 am @ Samford Village Shopping Centre
Saturday, 15 November	Christmas Function (see flyer on page 13)	Geebung RSL, cnr Newman Rd & Collings St, Geebung

WIDE BAY BURNETT REGISTER

Sunday 16 November	Annual General Meeting	Held at Theodolite Creek, Woodgate <u>w</u> BYO Morning Tea
Sunday, 30 November	Christmas Luncheon	Held at 'The Waterfront' - Aquarium Hervey Bay

MACKAY & THE WHITSUNDAYS REGISTER

29-30 November	Weekend Away at The Palms	Sarina Beach Motel (Book direct – 07 4956 6266)
6-7 December	Christmas Weekend with FNQ Register	Tropical Beach Caravan Park Bowen

CAPRICORNIA REGISTER

Sunday, 9 November	Mystery Outing to Gladstone	
5 - 7 December	Christmas Party Weekend	Koorawatha Homestead Motel, Bororen

GOLD COAST REGISTER

Wednesday, 19 November	Lunch at Hinze Dam	Contact Jane Mikkelsen - 0417 029 153
Monday, 24 November	Monthly Meeting and AGM	Nerang Bowls Club
Sunday, 7 December	Christmas Lunch	Contact Marilyn Porter – 0411 119 844
Wednesday, 10 December	Annual Anniversary Mid-Week Lunch Run	Contact Di Cooper – 0411 176 050

SUNSHINE COAST REGISTER

Sunday, 30 November	Christmas Lunch at Mercure Birtinya	Contact Ralph Johnson rgjohn132@gmail.com for info
Sunday, 25 January	Pre-Australia Day BBQ at The Beach House	RSVP to Ralph Johnson by 20/01/26
Friday, 13 February	Valentine's High Tea at The Barn Flaxton	Contact John & Debbie H: herbert.casino@gmail.com
Wednesday, 18 March	Sunshine Coast Hinterland Run	Contact Merv & Lyn Jackson: jagsonau@gmail.com

DARLING DOWNS REGISTER

Tuesday, 2 December	Picnic Point Cafe	Meet at 10 am
Tuesday, 6 January	City Golf Club	Meet at 10 am

FAR NORTH QUEENSLAND REGISTER

5th - 7th December	Christmas Party	Planning for a venue in Bowen
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In regard to products, services and/or procedures which are either advertised or mentioned in the editorial content of this magazine, members should determine for themselves the reliability and/or suitability for their own particular requirements. Advertisers must ensure at all times that the products and or services represented are suitable for the intended use and for the nominated vehicles. Their representatives, outlets or agents must be similarly directed to sell, fit or offer products or services that are suited to the intended use. The Jaguar Drivers' Club of Queensland Inc. cannot accept responsibility for any product or service statements made herein, and the opinions or comments from any contributors are not necessarily those of the club, its committee, its members or the Editor. Photos from media outlets are copyright or have restricted use. Contact editor for further information.

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

Welcome all to the Nov/Dec Edition of our Magazine.

By the time you receive this edition we will have had our Annual General Meeting and we will have some new faces on the Management Committee. Thank you to those Members who have answered our call and stepped up to fill the vacant positions.

2025 has been a memorable year for Jaguar - 50th Anniversary Celebrations for the XJC and the wonderful XJS. With my late husband Terry I have had the privilege to be the owner of 3 XJS's: 1 coupé (still in the Qld Club, owned by Tony and Karen Herald), and 2 wonderful convertibles. These XJS's all attended National Rallies, and between them covered many kilometres. I know some of the "Purists" didn't like them much, but I always loved their sleek lines and style.

The other 50th Anniversary Celebrations were for our wonderful Club, those of us that attended Toowoomba went home with great memories. Once again, for all those who put so much of their time and effort into the week-end, I sincerely thank you.

Over the time that I have been President I would like to thank the Management Committee for the help and friendship they have extended to me. I have been able to visit all the Registers and have been made very welcome wherever I went.

We now have 8 Registers with the Far North Queensland group, and as Stu advised me a few days ago we have a Membership of 400.

Wendy Gross is standing down as the Club's Secretary at the Annual Meeting. I have worked with Wendy at the Register level when she was Liaison Officer and then as the Club Secretary when I become President. Wendy has given freely of her time and knowledge to me and our Committee and we are all indebted to her for her efforts in the Club. Many thanks Wendy.

In closing, I wish you all a Happy Christmas and a great New Year, and look forward to many more years as a Member of the J.D.C.Q.

Keep your "Cats" purring

Di Cooper
President J.D.C.Q.

50 Years of the Jaguar XJ-S

Andrew and Sam McMath



An image of the XJ-S featured in the car's original sales brochure

We learned earlier this year that 1975 marked not only the birth of the JDCQ, but also the September reveal of the XJ-S – Jaguar's longest produced coupé and its last to ever be powered by the V12 engine. Replacing the E-Type as the marque's flagship coupé, the XJ-S was a bold re-imagining of Jaguar's approach to design, engineering and efficiency. To celebrate the occasion, we took a look back on the storied history of the model, which came to define Jaguar's approach to automaking over its 21-year tenure.

Development of the XJ-S

Creating the successor to one of the greatest designs of all time was no easy feat, with the process spanning nearly a decade and hosting a number of logistical challenges. Malcolm Sayer (who had previously designed the D-Type and E-Type) was tasked with the enormous challenge in 1966, and his first prototype of what was coined the XJ21 was produced in October that year. Sketches of the car can be found in numerous Jaguar documents from 1967 and 1968, with three variations of the shape forming the future of



A late-stage XJ-S Prototype (Note the chrome bumpers)

FUTURE MODELS	
	JAGUAR SEDAN { 2.0 6 CYL 3.0 6 CYL 3.8 V8 CYL 4.2 V8 CYL 5.0 V8 CYL
	DAIMLER 5.0 LITRE SEDAN { 4.2 6 CYL 5.0 V8 CYL
	DAIMLER LE MANS { 4.2 6 CYL 5.0 V8 CYL
	JAGUAR 2+2 OPEN { 3.5 V8 CYL 5.0 V8 CYL
	JAGUAR 2+2 COUPE { 3.5 V8 CYL 5.0 V8 CYL
	JAGUAR 2+2 SPORTS COUPE { 3.5 V8 CYL 5.0 V8 CYL
	JAGUAR 4+2 SPORTS SEDAN { 2.5 V8 CYL 3.5 V8 CYL

A document outlining the 'future' of Jaguar - dated 1967/1968

Jaguar's two-door range (a coupé, a convertible and a 2+2). Integral to Sayer and Sir William Lyons' XJ21 range was the development of a suitable V8 engine, which proved extremely difficult to implement on the E-Type platform. This, alongside the establishment of British Leyland and Sayer's declining health, led the concept car to its natural death before the turn of the decade.

It became clear soon after that building the next-generation Jaguar coupé would be better done by shortening the XJ sedan platform than by reimplementing the E-Type's – not only was this the cheaper option, but it was also a more modern chassis.

While Sayer is credited with the first sketches of the XJ-S, his premature death in 1970 had the project inherited by Doug Thorpe, who saw the project out on the XJ12 platform. The early 1970s were a tumultuous time for automakers, as safety and emission regulations



fundamentally changed the way cars could be produced. The XJ-S was an early victim of these regulations; designed to accommodate the needs of the American market, new American laws forced the team back to the drawing board very close to when the model's reveal had been planned.

The Initial Reception

When the XJ-S was finally revealed on September 10 1975 many felt that the car lacked the signature beauty of the Jaguars of the past, and that it wouldn't stand the test of time like the E-Type before it. The years to come would prove quite the opposite. Jaguar sold over 115,000 coupé and convertible XJ-S cars over the model's two-decade tenure, far exceeding initial expectations and running very closely to the rate at which E-Type's sold – 72,000 over its 13-year tenure.

While models were sold with a six-cylinder engine, the heart of the XJ-S was always its V12, which saw multiple evolutions in size and efficiency as regulations tightened nearing the end of the century. The V12 was quietly shelved near the end of the model's run, as developments of the six-cylinder - which saw it producing more power and boasting better efficiency - rendered the larger motor obsolete. Even so, the final XJ-S to leave the factory in 1996 was graced with the signature six-litre V12. The V8 that Sayer and Lyons had always envisaged the E-Type replacement with never made it into an XJ-S, but the succeeding XK8 finally saw that dream realised under Ford's patronage.



Like most Jaguars the XJ-S was host to a laundry list of short- and long-term faults; there are certainly too many to list here. Chiefly, the British Leyland era of the XJ-S is notorious for

issues with rust and electricals. The car is also well known for its tendency to catch fire under owners who were not educated, nor invested in maintaining the car to its best quality; an unsurprisingly large group, seeing as the XJ-S was priced to undercut the Italian competition and attract a larger market.



The XJ-S also boasts its own successes in motorsport, especially with the model's participation in the European Touring Car Championship. Legendary drivers Tom Walkinshaw, Hans Heyer and Win Percy drove the XJ-S to impressive results in the championship through the early- to mid-1980s, with Walkinshaw taking home the driver's championship in 1984. One of the XJ-S' most notable successes came from the 1985 Bathurst 1000, where the three Jaguars topped qualifying and brought home the marque's first and only success at Australia's most infamous race. If you've never watched Tom Walkinshaw's phenomenal pole lap from Bathurst in 1985, I implore you to seek it out on YouTube and have a look.

Development of the XK8 as a successor began in late 1991, around the same time as the XJ-S had its final facelift. As mentioned above, the XK8 finally boasted the elusive V8 engine, engineered and produced in-house at Jaguar's Whitley engineering facility. Development of the model was significantly less troubled, and cars were met in showrooms in late 1996 with far greater enthusiasm than the late-model XJ-S.

The XJ-S saw out some of Jaguar's toughest years, enduring multiple changes in corporate ownership and a world that was set on seeing the V12 out. It continues to emerge as a Jaguar classic, coming out of the E-Type's shadow as its own beautiful chapter in the brand's history.

How to ensure your beloved Jaguar does not end up in someone else's hands

Tony Nelson

I wrote this piece about 18 years ago for this magazine and as September is Prostate Cancer awareness month, I felt it was worth sharing again with updated figures.

Fact 1: Last year in Australia 26,368 men were diagnosed with prostate cancer, and more than 3,900 died of prostate cancer (10.6 every day, sadly equivalent to the number of women who die from breast cancer annually).

Fact 2: We have technology to counter this ailment.

Fact 3: Men 50 years and over just have to go and see their doctor and get a PSA count blood test. I personally had been tracking this count for 8 years, with the past 2 years at six monthly intervals as the levels kept rising which signals that there may be a problem with prostate cancer. My PSA level in August was 5.3, where zero is great.

By the time you are 80 you will have a 105 in 1000 chance of having the cancer of the prostate, but as it is a slow killer you will most likely die of other causes. Let me tell you, at 61 years of age and 2 years of retirement under my belt, I was also feeling great, yet this cancer lingered in my prostate.

My doctor referred me to an urologist who looked at my PSA scores and recommended that he perform a biopsy of all areas of my prostate to see if any confirmations of cancer could be found. This is a day procedure. Gail came with me to the next meeting with my urologist and after the niceties of greetings he informed me that he had found examples of cancer.

They have a scale called the Gleason scale and I recorded a 7. A mate had previously scored a 6. The higher the score the more a problem exists. The urologist then asked me to arrange a bone scan, why I asked? It seems this cancer makes its own veins and can attack the bones and spread the cancer to them and thus cause major problems. Fortunately for me my bone scan just showed normal wear for a person of my age. I also had to have a CT scan 6-8 weeks after the biopsy to try to ascertain if the cancer was spreading.

The urologist did inform me that I could shake his hand that day and walk away and do nothing about this cancer. He estimated that I would have 10 years left until I died and that

the last 3 years would not be pretty. So off we went and enjoyed our 6 week Canadian–Alaskan–Hawaiian adventure, which also took my mind off the cancer and throughout the trip. I felt great!

On return to Brisbane the CT scan was arranged with a visit to my doctor for some advice, before a meeting with the urologist to discuss the next move. Again Gail accompanied me to this meeting, where the urologist explained the different actions he could take and the good and bad things that would result. There are many ways of treating this cancer and as I am not an expert will leave at this moment. We had already decided that with my good health / fitness and age that we were going to elect for the surgery, which is called “radical prostatectomy”. This involves the complete removal of the prostate and hopefully the cancer, as well as the reworking of your waterworks. My 3 hour operation went out to 4 hours as there was some extra bladder reconstruction work that had to be done, before 8 days recovery in hospital.

I was unable to drive for 3 weeks, and driving my Alfa and Jaguar sports cars took a lot longer as entry and exit of any sports car is always a challenge, even in normal times. The total recuperation time is 6–8 weeks. My advice is to make sure your health fund payments are up to date before embarking on this journey.

I did not share my diagnosis with fellow travelers whilst on that last trip but on return and after my operation, 3 of the men we became friendly with reached out. One fellow had lost 2 mates to this cancer and is a member of a motorcycle club, also promoting this cause. So far he has saved one of the member’s lives and still has members of the group refusing to go to the doctors as they ‘feel great’. Another traveler on the same trip is off for a biopsy. Of a group of 15 men we had one definite and one prospect of prostate cancer.

After this piece was published in our club magazine I attended a track day at Lakeside and a couple of fellows approached me and said their mate was peeing blood. My answer was if you are really his mate, my advice would be to attend a doctor with him and have him tested just as soon as possible.

Wives / Partners who cannot get their “I feel great male” moving should ask them to back out their prized car(s) for a photograph, and when asked why say, “well I certainly will not want them after you have departed, and I know without you here to share the qualities of the car I will not get a good price for them”. That should get them moving!

Thanks for taking the time to read this piece. If it saves just one life it will have been worth the time of writing and sharing again. If any member wishes to discuss any of the above I am most willing to field questions on my experiences so far at

eandftyperegister@gmail.com.

“Never Seen a Jaguar Towing a Caravan...”

John Herbert

...a common comment I have received over the past 21 years towing a small/medium caravan with my previous XJ6 series 3, and a 1996 XJR over the past 12 years. Driving into a caravan park in a Jaguar, the land of 4x4 utes and Landcruisers, with a caravan in tow always raises eyebrows and generates conversation — usually admiration of an older Jaguar, which people tend to love.



My towing experience goes back to 1977, when I purchased a Cabana Caravan and traversed the Nullarbor in a Holden Torana. The XJ6 first took up duties with a Jayco which was replaced in 2005 with a smaller A-Van, the family now much smaller. The A-Van saw many trips behind the XJ6 and the XJR until 2023, when it was replaced with a small conventional style caravan. We enjoyed many short holiday trips with the A-Van and eventually a longer trip to Cairns in 2011, with the XJ6 showing over 300,000 kms. I had fully

rebuilt the engine at 240,000 kms, an early retirement project. The trip was completed successfully with just one minor hiccup, a split thermostat bypass hose on a local trip from Cairns to Port Douglas. Fortunately, the servo I made it to was on “old style” one with a workshop and complete wall covered in a large range of hoses. A Toyota hose was located of the correct diameter and cut to length to become a suitable replacement and after an hour of my time (I was the mechanic) we were on our way.





The XJ6 was replaced in 2012 with a 1996 XJR, somewhat of a step up from the XJ6, which despite its years performed well in its towing role, the solid torque of the XK motor coped very well. The current XJR has taken towing in its stride, our Jaguars I believe revel in this work, they need to be working, not just parading around town. The considerable torque of the XJR (supercharged) shames many of today's diesel Utes. To date the XJR has many long distant inland trips to its credit, 2017 we completed a successful outback trip taking in Roma, St George and associated districts. During 2021 we further expanded that trip to take in Cania Gorge,

Biloela, Emerald, Carnarvon Gorge, Longreach, Winton and many other outback destinations on our return journey to the coast. During 2024, following a Sunshine Coast Register trip away to Toowoomba, we headed west to Lightning Ridge in outback NSW. We had last made a trip to Lightning Ridge over 50 yrs ago. We then journeyed down through Walget, Moree and Inverell to the far north coast of New South Wales.

Being a Jaguar, yes, the question will be "how many breakdowns" and of course there are no dealers out in these areas. Other than the bypass hose on the XJ6 I can honestly report – nil. Not a bad effort for the XJ6 and the XJR, now with over 200,000Km to its credit. I do believe in good maintenance, I do all my own work and keep my vehicles in good mechanical condition, it's not just a show pony with all sorts of issues under the surface and that seems to help immensely achieving long distance reliability.



Mackay Whitsunday Register Report

September-October Outing

by Lyn Wolzak

A good run to Finch Hatton for lunch. The 36 cylinder trio looked impressive. Our next outing is to Mt Juke for lunch on 26 October, followed up by our overnight Christmas gathering at Sarina Beach Motel on 29 November. Our next weekend away sees us off to Bowen to catch up with Far North Queensland register for their Christmas party. Merry Christmas and Happy New Year all, stay safe on the roads.



Above: lunch in Finch Hatton.

Capricornia Register Report

Jaguars Pottering Along

by Kris Rodda

Sixteen members of the Capricornia Register travelled to Byfield near Yeppoon for our September outing. Only two cars drove from Gladstone to meet the Rockhampton and Yeppoon members. We first visited Nob Creek Pottery where we enjoyed a lovely shared morning tea in a beautiful rainforest setting.

After a very informative talk by one of the potters, we all had a browse at the lovely crafts on offer. We then travelled to the Byfield Shop for a great pub lunch and lots of interesting conversation.

We would like to welcome new members Bob Schoevaart and Wendy Payne as well as Richard Hughes and Diana Dawson, it's fantastic to see our club growing. Our next meeting will our Annual General Meeting on October 26 in Rockhampton.



Above: lunch at Byfield General Store.

Gold Coast Register

September and October Outings

Photos of recent events



Above: lunch at Galley Restaurant, Coomera.

Below: the Annual Spring Affair at the Hampton Winery Estate, Mt. Tamborine.





Above: brunch at the Spit Cafe, Broadwater for the Gold Coast Register's Ladies Day.



ALL BRITISH DAY
21 SEPTEMBER 2025

Wide Bay Burnett Register Report

September and October Outings

by Robert Pearce

Bundaberg was the destination for our September 21st outing. We visited the beautiful Botanical Gardens – fabulous to wander through - and had an enjoyable time looking through Fairymead House. It is a wonderful venue with great historical and local value. The steam train was a hit with the girls – Sandy, Gaylene and Josie went for a ride and loved it. As usual there was a lot of chatting and catching up. It was lovely to see Bob and Gaylene and Paul and Josie in attendance. Lunch was held at ‘The Spotted Dog’. The meals were very reasonably priced and the food and service excellent. A good place to go back to.

Our October run was to the Childers region at Snakes Downunder Reptile Park and Zoo. We spent the day there marveling at the animals, chatting and enjoying the day. The onsite kiosk provided us with much needed cold drinks and ice blocks to stay cool. The meerkats were a big hit, as were the crocodiles. Although the big boy crocodile, Mungar, wasn’t very keen to come out and play.

Dennis was the lucky winner of the raffle and Di took out the second prize scratchie.

In preparation for our AGM next month some ideas for 2026 runs were discussed and it was great to hear everyone’s ideas. After lunch we got our cats purring and headed home.



Above: September and October events from the WBB Register.

WBB REGISTER CHRISTMAS FUNCTION

SUNDAY 30TH NOVEMBER 2025



THIS FUNCTION WILL BE HELD AT
'THE WATERFRONT' - 'AQUARIUM'
HERVEY BAY (NEAR DAYMAN PARK)

Please arrive at 12.30 p.m. for lunch at 1.00 p.m.
Secret Santa will be a gift to the value of \$25.00.

There will be a beautiful array of Raffle Prizes to win.

This will be another fun-filled Christmas Function.

For any further details please contact Bob on 0428 781 901

Sunshine Coast Register Report

September-October Outings

by various contributors

Picnic Run to Bribie Island - John and Debbie Herbert

The weather was once again kind to us for picnic run to Sylvan Beach, Bribie Island. Majority gathered at the unique “Leaky Teapot” coffee & snacks van at Maddock wetlands on the Steve Irwin way. Members enjoyed Debbie’s home-made biscuits with their morning coffee boost together with a very enjoyable hour of conversation and fellowship.

After a leisurely 50km drive we arrived at Sylvan Beach to be greeted by Ian McKinney. Ian had taken the liberty of organising a suitable table to accommodate us all at Sylvan Beach Café overlooking the Pumicestone Passage. Whilst the outlook was great, perhaps due to the fact all engaged in such great conversation it was a tad noisy compared to our outdoor coffee meet. Despite this however, 24 of our register members and a guest enjoyed another successful register outing. Great to see chairperson Ralph with his F-Pace now purring as a good cat should after a brief hiccup. We had a diverse roll up of Jags from Chris Holland’s Daimler 250 (a strong relation), Rick’s XJ6 series 3 through to Nigel’s striking and potent blue F-Type.



Cooroy to Imbil - Ralph Johnson

Thanks to Laurie and Sue Pearce for their immaculate planning of our run on the third of October from Cooroy to Imbil. 33 members enjoyed their BYO morning tea at the playground park near the library. It proved to be a perfect meeting point with most of us able to park our cars within a reasonable walk.

Laurie commenced a drivers' briefing just as a couple of stragglers turned up. It was a beautiful drive of 52km to Imbil via Pomona, Cooran, Traveston and then along the Mary Valley Road, to arrive at Puzzles on Yabba, Imbil.

Most of us did not know what to expect, but all were truly blown away by the jigsaw puzzles on display. One of them is the second largest in the world with 48,000 pieces. It is nearly eight metres long and a bit over two metres high.

A short walk brought us to the Wild Vine Cafe for a truly delightful lunch. It has great food at reasonable cost. The dining area extends deep into the block through gardens and the original bakery. The Lucky Door Prize was won by Peter Lehrke.



Above: some photos from the run to Imbil, provided by Debbie Herbert and Holly Morgan.



Sunshine Coast Register Christmas Party

Sunday 30th November 2025 at 11.30am

Mercure Hotel 9 Florey Blvd, Birtinya

Price: \$60pp for SC members and \$80 guests

- EFT to Suncorp **BSB: 484 799 Account no: 001 025 575** with **your surname** as reference by 16/11/25 – drink voucher included in price.
- Send your “Menu Choices” to Ralph at rgjohn132@gmail.com or 0409 566 355 by 16/11/2025.

Entrée:

1. Prawn, Mango & Avocado Cocktail (GFO)
2. Turkey, apple, fig & cognac roll with pea puree (GFO)
3. Fresh Mooloolaba Prawns, with small salad & seafood sauce (GFO)
4. Semi-dried Tomato & Bocconcini Arancini, with aioli (GF)
5. Thai Salad with field mushroom (V)

Main:

6. Glazed baked Ham with roast potato, pumpkin, seasonal greens & red current jus (GFO)
7. Roast Turkey with potato, pumpkin, parsnips & cranberry jus (GFO)
8. Roast Beef & Yorkshire Pudding, potato, pumpkin, seasonal greens & ruby port jus (GFO)
9. Seasonal Market Fish, edamame, spinach, vine cherry tomatoes & champagne beurre Blanc (GFO)
10. Pesto Stracciatella Penne, creamy pesto sauce, finished with Stracciatella cheese (V, VEG)
11. Buffalo Cauliflower Bites, with roast potato, pumpkin, seasonal greens & tomato relish (V)

Dessert:

12. Christmas Pudding | brandy anglaise & vanilla ice-cream
13. Traditional Pavlova | fresh berries & cream Chantilly
14. Lamington Roulade | fresh strawberries & vanilla ice-cream
15. Poached Pears with crumble; vegan vanilla ice-cream (V)

***Special Dietary on request. GF - Gluten Free | GFO – Gluten Free Option; DF – Dairy Free | DFO – Dairy Free Option; VEG – Vegetarian | V - Veg**



ALL BRITISH DAY
21 SEPTEMBER 2025

Mk 2 Burlblings

Robin Todd

A couple of months ago I made a small decision based entirely on no data or facts that the next magazine article would be in September and hence I would not have to do the Burlblings during August. This very clever decision fitted perfectly with my plans involving the Leyburn Sprints which were to be held near the end of August. We always run out of time getting the car ready so Cameron had decided to come up the Friday of the weekend before to allow more time. This fitted in well with my plans to provide him with more advice, guidance and management. And that is why I missed the last magazine.

Leyburn looked very promising with big fields and disappointing because the Organizers had decided to combine classes and reclassify some entries. We were grouped with all the other Pre 1958 Touring Car competitors which is ok, I guess, but they had also decided to include a Morris Minor that had been fitted with a Toyota 1500cc motor which to me, put it in the Sports Sedan category which was created especially for these type of creations. Still it is their game and they make the rules I suppose. The entry list included Jaguars of all sorts and when we arrived on the Thursday they seemed to be parked everywhere we looked.

One of the standouts was the beautiful Mk2 of Greg Menzies. It really presents beautifully more like a concour car than a racer, and it gets along quite smartly too. Yellow and black are probably not my favourite colours for a racing Mk2 and it could probably do with a bit more exhaust noise too. [after all a straight 6 cylinder engine working hard through open exhausts produces a very pleasant sound]. The owner does it a bit tough while away from home in Victoria. He tows it with a motor home made not from a bus - more like a coach which I'm sure is fairly comfortably furnished inside. It certainly look the part. So good to see someone "living the life".

The XJ13 was the car that Digby and Gwen Cooke bought along for display at one of our JDCQ Monthly Meetings way back when we used to meet at Shannon's Rooms at Newstead. Digby is no longer with us but Gwen bought the car out for a run and it looked and sounded great. I can't let this paragraph go without pointing out that Digby in his fairly early days raced a Morris Major - a sister car to our Austin Lancer.

One of the other Jaguars that I found of particular interest was one I haven't seen for many a year but always liked. That was the car known as the Robinson Jaguar which I believe was made out of a shortened XK120 chassis and fitted with a

single seat body of the type in vogue during the early to mid fifties. It looks like a combination of some of the best features of the Ferrari 625 like Lex Davison drove to win the 1958 AGP, and the HWM Jaguar that Lex Davison drove to win the 1954 AGP at Southport or the Maserati 250F that Stan Jones drove to victory in the AGP at Longford in Tasmania. However it was built in 1953 so that might explain the reason it looks a bit like the afore mentioned cars. It just looks and sounds great.

There was also a replica "D" type Jaguar and something very unique - an MGA fitted with a Jaguar XK engine. It sounded good as it motored around the pits but I don't think its times were as startling as its configuration.

Fellow JDCQ Members Don and Sandy Milner were there as usual with the Triumph Dolomite. Don always goes very well, neat and precise. Now we come to some thing of a bit of a mystery. Clive Cooper, one of our "Country Luncheoners" had entered his Nota Consul [a single seat racing car built by the Nota Sports car company who built many Clubman style cars. It was powered by a Ford Consul engine, although my Dick Willis book says it also had a Morris Major, nee Austin Lancer, engine fitted at one stage. It too ran at the 1958 AGP at Bathurst], I'm sure I saw the entry in the program, but I can't check because that particular document has gone to Canberra. No not to the National Archives but to my grandson's collection. He came up this year for the first time having heard about it from his father and older brother who came up a couple of years ago. Having grown up on Bathurst, Eastern Creek and Goulburn, I thought he might find it a bit of a drag but hre absolutely loved it. He was taken but not only the variety of cars but the continuous action. But I digress I'm sure I saw Clive drive past ,many times on the way to the start line and on a few times as he returned to the pits at the conclusion of his run but I can't find his name anywhere in the results.

Lastly but by no means the least, when I was reading the entry list I saw a name that rang a bell in the back of my head. The name was Peter Everett and he had entered a Triumph TR2. My memory bank said that our very own JDCQ Member Tom Ross had sold his Triumph TR2 to someone by that name when he retired it from racing, so a quick e-mail to Tom and yes he had sold the car to Peters father and he had actually driven it at Lakeside at a gathering of the original competitors some years ago.

In Tom's day it was a really beautiful car, went like the Clappers [but Tom claims it wasn't really "hotted up", just very carefully and accurately put together]. It was, I think, a very dark blue and always looked the goods. Someone said it was repainted white before or just after sale so it would be great to see it again. It is now painted a very sickly shade of pale green with a big slash of yellow around the radiator intake. Looks a bit like when the kids first get to play with mum's make-up. And yes, I do know that the factory painted their Le Mans cars similarly but it does not make it look better. It did however go very smartly and returned a impressive time.

How did we go you ask. Well it went brilliantly to scrutineering and we were really looking forward to the weekend, but when Cameron came back from his first run he said it felt like it was flooding the carbs with fuel. Something we had spent many days making sure it was ok. He had a bit of a play, changed the plugs, weakened the mixture a bit etc but got no improvement. Sunday morning and although we got there on time he wasn't terribly interested but he continued to fiddle until he announced that I had turned up the fuel pressure. Interesting because we had been very

careful setting that at home using a fuel pressure gauge. It turned out that the fuel pressure was set at some 6 clicks higher than we had adjusted so now we had probably 7 or 8 pounds of pressure not the adjusted 2.5 pounds. With the pressure readjusted the car was back running as it should. The last run and away it goes, best start off the line and as he said almost 1000 rpm higher at the first corner then bang on the next straight and we only have 3 cylinders working. When we got it home we found it was only a broken rocker arm so not too bad for an aged motor.. We were told by a number of people that; that is not the first time some tampering has occurred to a car. So many people seem to want to have a look at the car that we leave it all opened up in the pits so a quick twist of a knob would be easy as pie.

As a matter of interest the ring-in won the class after all, he would have been last in his proper class, so someone was happy.

Some days are good and some are even better.

Keep safe. Hope to see you somewhere sometime.

Robin and Valerie Todd

Webmaster News

Paul Lucas

Attendance Registration

I have enabled the Attendance Registration feature in our Events Calendar. This feature enables members to indicate their intention to attend an event and lets the organiser know how many people to expect. The feature also allows a member to cancel their registration if, at a later time, they are unable to attend the event.

Attendance Registration feature details

On the Event details page, toward the bottom, you will now find (in most cases) "Attend this event?" with a Yes and No radio button.

Click on the appropriate button and then confirm by the "Click to Submit" button.

You will receive a Event Attendance Acknowledgement email to advise that you have been registered for the event.

If, at some later stage you find that you are not able to attend the event go, back to the website calendar and click on the NO button to cancel your registration.

- Paul Lucas, JDCQ Webmaster



ALL BRITISH DAY
17 SEPTEMBER 2023

Library News

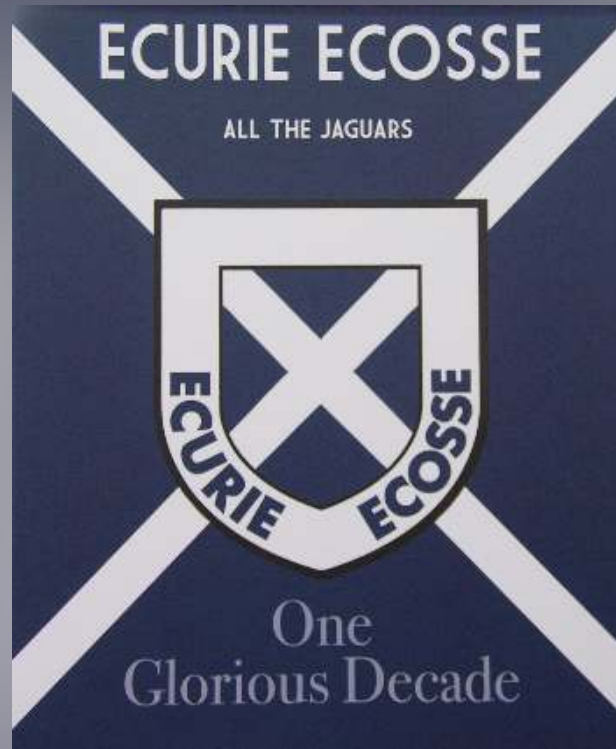
Ray Hodges



Ecurie Ecosse - One Glorious Decade

Author – Les Hughes.

Published in 2025 by Bronle Books.



This huge exhaustive new Ecurie Ecosse book has just been released. We have number 103A of 350 copies printed. It has 652 pages with 750 high quality images – many never published until now. It took six years of work, and much on-the-spot input from the late Ron Gaudion (the only person to prepare and crew all three Le Mans winning D-Types).

It has the answer to every Ecurie Ecosse question and some huge surprises including the reason Jaguar Cars dumped the Scottish team after 1957, why David Murray fled Scotland, an illegal Jaguar Cars 1956 D-Type reserve fuel tank, and every race contested from 1951 when the team began to be created.

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".

VEHICLES



1999 XK8 Sports Jaguar

Supercharged V8 coupe. 68,000 km only. Immaculate vehicle. Pains me to sell!

Price: \$50,000
Contact: Bill
Mobile: 0428 234 650
Location: Innisfail QLD



2015 Jaguar F-Type

Last of RWD models V8 Supercharged, 0-100kph in 4.1 seconds, full service history, only travelled 31,000 careful km. Garaged and covered with tailor made red cover, is in mint condition.

Price: \$114,000
Contact: Bob Thompson
Mobile: 0409 007 754
Location: Maroochydore QLD



1999 Jaguar XK8

Timeless Luxury & Performance. Presenting a well-maintained 1999 Jaguar XK8 a true icon of British automotive craftsmanship. With only 166,500 km, this classic luxury convertible offers a refined driving experience and a heritage sports design that stands the test of time. Highlights:

- 4.0L V8 – Smooth and reliable performance
- Leather upholstery and real Mahogany trim
- Roof hydraulics completely replaced
- \$1,700 just spent on front suspension
- Comfortable & responsive ride – Signature Jaguar refinement
- Good overall condition
- Clean, well-cared-for, and mechanically sound

This Jaguar XK8 represents an excellent opportunity to gain this rare vehicle. If you appreciate classic luxury with a distinguished presence, this vehicle is a rare example. Opportunities like this don't come often.

Price: \$32,000 ONO
Contact: Philip Mason
Mobile: 0416 670 481
Location: North Lakes QLD



1989 Jaguar XJS 3.6L

This gorgeous 1989 XJS 3.6L Jaguar is a real head-turner. It has 150,000kms on the clock (avg. 4,100kms/yr), has been maintained in excellent condition and is economical to drive. We are former members of JDCA and JDCQ.

Price: \$35,900
Contact: Chris Marsh
Mobile: 0419 271 084
Location: Bribie Island QLD



1977 Jaguar XJ-S

This 1977 Jaguar XJ-S, priced at \$36,995, is a rare pre-HE model with only 77,000 km and one owner since new.

Originally purchased in London and shipped to Australia via Jaguar's personal export scheme, it retains its original Signal Red paint and Biscuit leather interior.

Designed by Malcolm Sayer and completed by Doug Thorpe's team, the XJ-S succeeded the E-Type and featured a 5343cc V12 engine with automatic transmission.

Its performance rivalled Ferrari and Lamborghini, making it a standout grand tourer of its era.

The car includes a complete set of original documents—keys, purchase correspondence, service records, and colour charts—making it a collector's dream.

It has been meticulously maintained, always garaged, and never driven in the rain.

The bodywork is largely untouched, with only minor blemishes and bumper repainting.

The Kent alloy wheels are pristine, and recent servicing includes new tyres, rear shock absorbers, and brake pads.

Inside, the cabin is remarkably preserved. Gauges, switchgear, and the steering wheel show minimal wear.

The air-conditioning needs re-gassing, and the leather seats—previously covered with sheepskin—are restorable.

Carpets and roof lining are in excellent condition, and the boot is immaculate.

The engine bay, though never detailed, remains clean and original.

Mechanically, the car performs flawlessly, delivering the smooth drive expected of a V12 Jaguar.

Capable of reaching 100 kph in 7.9 seconds, it remains a competent touring vehicle.

With its originality, documentation, and condition, this XJ-S is a rare opportunity for collectors seeking a piece of Jaguar history.

Price: \$36,995
Contact: Rad Soames
Mobile: 0434 423 396
Location: Runaway Bay QLD



1949 Jaguar MK V

Good running order. Excellent interior, good chrome. Slight paint crazing.

Price: \$32,000 ONO
Contact: Tony Wolzak
Mobile: 0418 191 700
Location: Mackay QLD



1999 Jaguar XK8

Sold new in Sydney in May 1999, I have owned the vehicle for 5 years I am the second owner. From new there were extras involved, Metallic paint, Ivory leather, Premium sound, (Harman Kardon), 18" alloy wheels. She is finished in Carnival Red with Ivory leather interior; the interior has been refreshed with new coverings for the front seats, roof lining, centre console and doors. Mechanically she has had new front shock absorbers and all new bushes, rear suspension bushes, front discs and new pads all round. The pan has been removed from the transmission for checking (all ok) and transmission fluid renewed. Unfortunately, we are downsizing and have no space left for this beautiful classic, she is a real head turner wherever we go.

Price: \$29,000 ONO
Contact: Paul Williams
Mobile: 0417 221 530
Location: Gold Coast



1996 XJ6 3.2 Litre Sports

This grand old Jaguar has been a much loved one-family owned car for 23 years. Selling due to a recent serious illness in the family. The car is complete, running, has a good interior and body with 323,000 km on the odometer. Contact Ken Walters for details of the family contact.

Price: \$5,500 ONO
Contact: Ken Walters
Mobile: 0439 537 296
Location: QLD



1961 Jaguar 3.4L Mk2 Manual

An older restoration that has been in the family for nearly 40 years and used only for club events. Fitted with an all-synchro Jaguar gearbox and wire wheels. Finished in Opalescent Silver and red leather trim. It comes with original service documents from 1963, an original Mk 2 Jaguar catalogue, a Heritage Certificate, original NSW registered number on a Bicentennial number plate and toolkit. The car has been entered in many concours and car displays over the years. Today, it presents well with a few blemishes from normal wear and tear. All exterior trim, chrome, lenses and the glass are in very good condition. The interior of this car is clean, neat and tidy and the car is fitted with a modern radio/CD unit with four speakers. The original AM radio is available. The red leather upholstery is in good condition and it presents with some patina. Timberwork is in excellent condition, carpets are as new, and hood lining is in good order. The engine bay and boot present very cleanly.

Price: \$50,000
Contact: Robin Kup-Ferroto
Mobile: 0412 590 458
Email: robink4@optusnet.com
Location: Gold Coast

PARTS & ACCESSORIES



Jaguar XK Engine Tools

Timing chain adjuster: \$30
 Camshaft Setting Tool: \$25
 Will sell both for \$50
Contact: John Herbert
Mobile: 0423 380 092
Location: Sunshine Coast QLD



Walters' Ephemera

Copy of the factory approved book (by Philip Porter) of the XJ 220 plus a period calendar and an unopened plastic model kit of the XJ 220 for sale at **\$1,350 ONO**; approximately 80% of the lowest price for the publication (only) on Marketplace. All are in very good condition.

Contact: Ken Walters
Mobile: 0439 537 296
Location: QLD



Set of XK8 Wheels and Tyres

Continental Tyres with 60% tread. Rims in very good condition no gutter rash. Set of four selling for \$600 ONO.

Contact: Chris Millard - 0428 175 430
Location: Rockhampton



Clutch Assembly

10" Pressure spring clutch assembly consisting of: New Centre Plate and Carbon Thrust and re-furbished Pressure Plate. Heavy duty purple springs. Pressure plate assy. dismantled for re-surfacing of plate and thrust pad. No visible wear on pivots or levers. Re-assembled and re-set to specs. Suit XK range, Mk V, Mk VII etc. to 3.8 Mk 10, Mk1, Mk II and S-Type.

Price: \$350
Contact: John McGee
Mobile: 0432 904 715
Location: Yeronga

Seat Cushion Foams

Pair of moulded seat cushion foam inserts for XK 120/140/150. **\$100.00**. Contact John McGee (0432 904 715).

Track Rod Ends

Mk IV and V ? Track rod ends. New-Unused. 11/16" Dia. 16 Tpi BSF - L/H and R/H. Sold as a pair. 2 Pairs available. **\$50.00 per pair**. Contact John McGee (0432 904 715).

Rear View Mirror

Interior Rear View Mirror for XK 150 FHC in VGC. **\$100.00**. Contact John McGee (0432 904 715).

Windscreen Chromes

Pair of new windscreen side chromes for XK150 FHC in polished stainless steel. **\$100.00**. Contact John McGee (0432 904 715).

4.2 Litre Pistons - +0.030" oversize

Set of 4.2 litre County pistons with rings and gudgeons. In almost new condition. Removed from an overhauled running engine, in a vehicle which hadn't been driven on the road. Some slight scuffing on a couple of the skirts but perfectly useable. **\$200.00**. Contact John McGee (0432 904 715).



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Dry your car faster and safer with the Master Blaster® Car Dryer, the industry-leading car blow dryer that delivers unmatched performance. Get air gun-level drying power without the risks of using compressed air — no scratches, no water spots.

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Professional detailers and car enthusiasts worldwide choose the Master Blaster® Car Dryer as their #1 choice because of its moisture-fighting design and high-quality results.

Price: \$350
Contact: Stu Gross
Mobile: 0498 203 227
Email: stu12dozen@gmail.com
Location: Beachmere QLD

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 \$350 for 6 issues

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Contact treasurer@jagqld.org.au

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 18 (sizes 14, 16 and 18 were recently added). Sun protection UPF 30. Shirt material 50% polyester, 50% cooldry (breathable comfort of cotton and the quick dry of polyester). **NOTE:** Women's shirt sizing is SMALL, please order one or two sizes bigger for correct sizing.

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	\$
I	Windscreen visor (see right page)	\$25.00	\$11.00	\$
J	JDCQ 50th Anniversary Book	\$25.00	\$11.00	\$
TOTAL				\$

Name: _____

Membership Number: _____

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

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

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



50 WONDERFUL YEARS

The history of the Jaguar
Drivers' Club of Queensland



Tony Herald and Wendy Gross

Published 2025



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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 / F-Type

Clive Arnold (0403 054 846) & Tony Nelson (eandfregister@gmail.com)

Classic XJ

Ron Formella - rkformella@gmail.com



E-Type



F-Type



XJ6, XJ12, Series 1, 2, 3



XJ6C, XJ12C

Grand Tourer

Tony Brett - 0404 804 952

Sporting/Modified

Tony Herald - 0407 625 278



XJS



XK8, XKR, X100, X150



Modern Luxury Saloons

Paul Lucas - 0481 490 334



XJ40



X300, X308, XJR



X350



X351

Modern Compacts

Terry Whitehouse - 0409 072 500



S-Type



X-Type



XF



XE

Crossover Register

Stu Gross - 0498 203 227



F-Pace



I-Pace



E-Pace

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

Membership Application Form

INVOICE

Jaguar Drivers Club of Queensland Inc. (IA 18106)

ABN: 31 195 910 938

18/194 Bishop Road, Beachmere QLD 4510

Membership may be either a single person or a couple.

PRIMARY MEMBER

PARTNER MEMBER

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

Title...Surname.....

First Name

First Name.....

Preferred Name

Preferred Name

(Badge Name)

(Badge Name)

Postal Address.....

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

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

Details of Jaguars/Daimlers Owned

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

For more Jaguar/Daimler details use reverse side

Membership (1st July 2025 – 30th June 2026):

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

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

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

Total Payment Made	\$
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Signature **Date.....**

Payment may be made by direct deposit.

PLEASE USE YOUR SURNAME AS REFERENCE.

NAME: JDCQ BSB: 484 799 ACCOUNT NO: 02 456 7129

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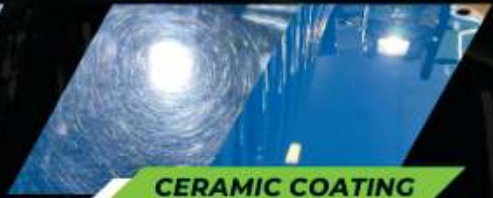
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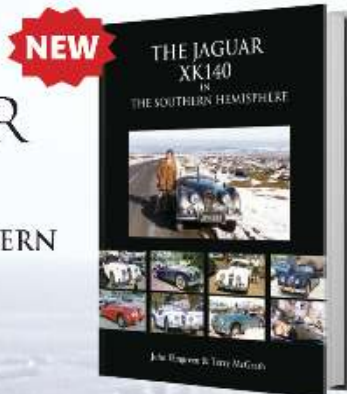
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