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MARCH / APRIL 2026

JAGUAR

DRIVERS' CLUB QUEENSLAND MAGAZINE



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Peter & Michelle Drew

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Ray & Gwen Howlett

Peter Lehrke

Paul & Josie Mittelheuser

Tom & Irene Ross

Robin & Valerie Todd

Magazine issue

Submission deadline (subject to change)

May/June 2026

15 April 2026

July/August 2026

19 June 2026

September/October 2026

21 August 2026

November/December 2026

23 October 2026

January/February 2027

11 December 2026

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JDCQ publishes a ~40 page A4 colour magazine every two months.

Advertisements may be placed for the remainder of the year as follows:

¼ page \$100

½ page \$200

1 page \$400

If you wish to proceed, please pay the relevant amount into our Macquarie bank account:

Account name: Jaguar Drivers Club of Queensland

BSB: 182 512

Account no. 973064827

Please advise Club Treasurer Barrie Fletton of the payment.
Provide artwork or required text to editor@jagqld.org.au



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CONTENTS



Welcome to the March/April 2026 issue — a true 'bumper edition'. This is the largest volume of member contributions we have received since taking on the magazine in April last year, and it is heartening to see so many of you sharing your photos, stories and technical insights. Thank you to everyone who took the time to put pen to paper (or fingers to keyboard). The strength of this publication depends entirely on member participation, and this issue is proof of what the club can produce when that participation is strong.

You will notice the absence of Bill McMonagle's much-loved *Nuts and Bolts* column. Bill is currently unwell and was unable to contribute this time. We know many members appreciate his practical wisdom each issue; we join you in wishing him a swift and full recovery.

Please also note that new JDCQ bank details are published on page 4 under the President's notice. These are the details to be used by members and customers going forward.

The Sunshine Coast Register is currently organising *Le Grand Tour*, which promises to be a memorable event. Members interested in joining for part or all of the journey are encouraged to contact Tony Brett via tobr@bigpond.net.au as soon as possible. More information is available on page 5.

Finally, a practical note: we will be overseas from late April to early June. As a result, the submission deadline for the next issue has been brought forward to 15 April. If sufficient content is received by that date, we will proceed to print. If not, we will consult with Terry and determine whether to produce a smaller edition or wait until our return to send the magazine to the printers.

Thank you again for your continued support. Safe driving.

Sam & Andrew McMath
Co-Editors of Queensland Jaguar Driver
editor@jagqld.org.au

Club Calendar March to June 2026	2
Message from the JDCQ President Terry Whitehouse	4
Le Grand Tour Event Info	5
The 1935 SS Cars Rally Crisis Fergus Ross	6
E-Type Register: Drive to Toogoolawah Tony Nelson	7
E-Type Restoration Update Clive Arnold	10
XJ6 Sovereign Restoration Update Pacey Wilson	11
JDCQ Regional Register Updates Various contributors	12
Relay Attack Car Theft Trevor Maycock, JDC UK Area 44	28
Artificial Intelligence Alan Hames, JDC UK Area 44	29
Mk2 Burlblings Robin Todd	30
Library News Ray Hodges	33
Classifieds Contact Paul Lucas to advertise	34
Club Regalia & order form	37
JDCQ Committees Register Officials and Contact Details	38
Membership Application Form or visit www.jagqld.org.au to apply	40

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UPCOMING EVENTS

BRISBANE REGISTER

18 March	Mid-week coffee - Contact Barry Cooper	Tanja's Wellington Point, 372 Main Road, Wellington Point
21 April	South Side Meeting	7:30 pm, Yeronga Club
14 June	RACQ Motorfest	Date TBD, held at RNA Showgrounds
15 June	North Side Meeting	Location TBD
20-21 June	Overnight trip	Date and location TBD

GOLD COAST REGISTER

4 March	Brunch at Greendays Cafe, Bundall	Contact Diana Hogan – 0423 694 550
22 March	Lunch Run to Shearers Arms Hotel, Ormeau	Contact Brian Hogan – 0413 878 098
30 March	Monthly Meeting at Nerang Bowls Club	Commences 7:00 pm. 20 Cayunga Street, Nerang.
8 April	Lunch at Ballina RSL	Details TBD
27 April	Monthly Meeting at Nerang Bowls Club	Commences 7:00 pm. 20 Cayunga Street, Nerang.
6 May	Lunch run to Redlands Bay Hotel	Details TBD
17 May	Lunch run	Date and location TBD
25 May	Monthly Meeting at Nerang Bowls Club	Commences 7:00 pm. 20 Cayunga Street, Nerang.

MACKAY & THE WHITSUNDAYS REGISTER

26 April	Register Lunch	Airlie Beach
10 May	Register Lunch	General Gordon Hotel

CAPRICORNIA REGISTER

21-22 March	Overnighter	Cania Gorge
17-19 April	Rockynats car and bike festival	New Exhibition Rd, Wandal QLD 4700
19 April	Meeting and Outing	Mount Morgan
21 June	Meeting and Outing	Kilbirnie Homestead, Biloela

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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.

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

MAR – JUN
2026

SUNSHINE COAST REGISTER

17 March	St Pat's Day: Banana Bender Pub - Headland Golf Club	RSVP by 11/3 to Merv & Lyn Jackson: jagsonau@gmail.com
16 April	Rick's Run - Wombye to Kin Kin	RSVP by 9/4 to Rick: twobeas@tpg.com.au
26 April	Bunyip Picnic at Caboonbah Church	RSVP by 21/4 to John Somerset: 0417 618 899
12-20 May	Le Grand Tour (all registers invited, limited places left)	Register asap with Tony Brett: tobr@bigpond.net.au
19 June	Glasshouse Plantation to Mary Cairncross Park	RSVP by 14/6 to Susan Price: 0414 622 781

WIDE BAY BURNETT REGISTER

21-22 March	Overnight trip to Cania Gorge	Dinner and accommodation at Cania Gorge Caravan Park
19 April	Shed Day' at Richard and Isabell's Home in Craignish	Lunch held at 'Goody's' on the Beach' at Toogoom
17 May	Outing to 'Gatakers Bay' at Point Vernon	Morning tea and sausage sizzle lunch
21 June	Ladies Traditional High Tea	Held at the 'The Portside Café and Restaurant' at Maryborough

FAR NORTH QUEENSLAND REGISTER

11 March	Register meeting - join via Google Meet	Meeting starts at 7 pm
22 March	Run up to the beautiful Port Douglas	12:30pm lunch at Hemingways Brewery, 44 Wharf St
12 April	Promotional morning with Cairns Coffee & Cars	Gather at 6:45am for 7am start, Cazaly's carpark
13 May	Register meeting - join via Google Meet	Meeting starts at 7 pm

DARLING DOWNS REGISTER

28 March	Modern Compact/Chassis Cars Lunch	Bottletree Hotel, Glamorgan Vale, meet at 11:30 am
12 April	Scavenger Hunt on the Downs	Details TBD
17 May	David Hack Classic, Toowoomba	Details TBD, potential Saturday overnight/dinner
13-14 June	Weekend Away	Details TBD

JDCQ CLASSIC MONOCOQUE REGISTER

Wednesday, 11 Mar 2026	Railway Hotel, Allora	Dates subject to change. Meet at 11:30 am for noon commencement. Contact Robin Todd at 07 4664 8509 to register your interest.
Wednesday, 8 Apr 2026	Bull & Barley Hotel, Cambooya	
Wednesday, 13 May 2026	Yangan Hotel, Yangan	
Wednesday, 10 Jun 2026	Marberg Hotel, Marberg	

PRESIDENT'S REPORT



Hi everyone,

The year is off to a great start with our committee settling in and exciting events planned in the registers.

Sunshine Coast are organising the Le Grand Tour starting on the 12th May for 9 days and 8 nights, travelling to Rockhampton via the inland route then back down the coastal route with some great points of interest along the way. The run has a lot of interest from members and I believe there are still a few places available.

Hopefully this run will lead to more runs of similar nature going forward, this is a great opportunity for our members not only to join in but also to suggest other runs of interest for the club as a whole.

I have seen on Facebook that some of our registers are out and about enjoying their cars and the warm weather. June and I are looking forward to catching up with members in our other registers in the near future.

Until next time, let's keep enjoying our wonderful 'cats' and stay safe.

Terry Whitehouse
President
JDCQ

NEW JDCQ BANKING DETAILS

Members and customers are advised that JDCQ has changed its everyday banking arrangements. Accordingly, when making payments to JDCQ, please transfer funds electronically to our CMA account held with Macquarie Bank - see details below.

Account name - The Jaguar Drivers Club of Qld Inc (do not use the JDCQ abbreviation as it will not match the account name and may be rejected).

BSB 182-512
Account no. 973 064 827

If you have cause to deposit cash or cheques via a branch you may continue to use the old Suncorp account. Should you have any questions, please contact the Treasurer, Barrie Fletton. on 0476 858 571 or email barriefletton@gmail.com.

Le Grand Tour 2026

All registers are invited to participate. If you are interested, contact Tony Brett as soon as possible at tobr@bigpond.net.au. In the absence of a National Rally this year, we have a memorable extravaganza planned. The SCRR has mapped out an eight-night driving tour from Tuesday 12th May through to the 20th.



The tour visits towns rich in history and experiences, and can be customised to suit individual tastes. The driving distances are low (less than 250 kilometres per day), there are multi-night stays, and most of the attractions are optional.



The route is designed to encourage members from South-East and Central registers to attend, maybe as far north as Mackay or Far North Queensland for the adventurous. Early plans involve a projected route of:

Day	Travel	Overnight
1	Cooroy to Gayndah	Gayndah
2	Gayndah to Biloela	Biloela
3	Biloela to Rockhampton via Mount Morgan	Rockhampton
4	Rockhampton to The Caves	Rockhampton
5	Rockhampton to Yeppoon	Rockhampton
6	Yeppoon to Gladstone	Gladstone
7	Gladstone - local attractions	Gladstone
8	Gladstone to Bargara	Bargara
9	Bargara to Cooroy, then home	



Each town along the way has its own attractions and the area is rich with mining, agriculture and early settler history. Plus, there will be the usual surprise inclusions and activities.

Recommendations for accommodation are now available. As at early February, we have 38 expressions of interest across 22 vehicles from Sunshine Coast, Brisbane, Darling Downs, Wide Bay Burnett and Capricornia. Some are driving their Jags and there is at least one caravan and a few motorhomes so far. The flexibility of this event means you can join for part of the journey (e.g. Rockhampton to Gladstone) or you may wish to return home direct from Gladstone.

You will be booking your own accommodation and, for the most part, be organising your own food at some pre-booked venues. Some attractions are likely to be prepaid, so you will be paying SCRR in advance for these events. The concept is to be flexible and cater for a wide range of tastes and interests without any tight schedule. We will organise to be together one or two times each day, and the remainder of the time will be free form. An information pack will assist in finding the local attractions in each region we pass through.

This is an exciting event, where all will have the opportunity to make their own unique memories, and build new connections over an extended period whilst savouring the opportunity to appreciate our Jaguars over longer distances.

Urgent - Please contact Tony Brett soonest at tobr@bigpond.net.au with your expression of interest to join the tour, or any further questions you may have.

Champagne, Scandal and Survival: The 1935 SS Cars Rally Crisis

Fergus Ross

As a way of promoting his pre-Jaguar Swallow (SS) motor cars and growing the business, Sir William Lyons encouraged the establishment of the SS Car Club, founded in 1933. This was the precursor to all later Jaguar Drivers' Clubs. In 1934, he hired an Advertising and Publicity Manager, Bill Rankin, whose wide-ranging duties in addition to managing ad campaigns also included promoting car rallies and maintaining a light touch on the independent doings of the owners' club, as Lyons wanted it to be member-driven and financially self-supporting.

The 1935 SS Cars Blackpool rally was a well-organised, well-publicised, social seaside motoring weekend. Car rallies of this era typically emphasised motoring aspects such as acceleration tests, hill climbs, driving skill trials and fastest-time-of-the-day honours. More importantly, the Club's elite social gatherings centred around the grand hotels on the promenade and featured concours-style displays and glittering, gala evening functions which reinforced the high life that ownership of an SS motor car bestowed on the individual. To Lyons, the weekend was a prestige event to showcase the new SS models to the public. A point reinforced when William Lyons revelled in setting the fastest time of the day in the SS 90 prototype.



1934 SS 1 1/2-Litre Tourer

Source: rmsothebys.com

All glory is fleeting, a concept brutally learnt later that afternoon when Lyons was informed that the club Treasurer, after waxing his moustache and draining a bottle of champagne, had absconded with all the Club's

funds like a music hall villain. Understandably, Lyons was furious. Imagine the scandal, the shame and the tarnished Swallow name forever associated with tawdry embezzlement.



The 1935 SS 90 prototype.

Source: pendine.com

Lyons quickly decided to cover the bill for the entire lavish weekend out of his own pocket rather than face the crushing reputational fallout that could have ended his business. This quick thinking redirected the Press' attention to the reprehensible behaviour of the individual thief and not on the club or blameless wider Swallow (SS) organisation. Without funds the Club collapsed, leaving members with unanswered questions and plenty of finger pointing over poor accounting controls. Shortly after, Lyons famously said to Rankin, "Either we have no owners' club or you, Rankin, must run it." Out of the ashes of 1935, the Club was reborn in 1936 with the same name. As Secretary, Rankin maintained tight company oversight.



Sir William Lyons, Co-founder of SS Cars.

Source: autoweek.com

After the embarrassment of 1935, the 1936 SS Cars Scarborough Rally, albeit less ostentatious, received much positive press attention. It was the first of many successful major events run by the re-formed SS Car Club and served as a public relations reset, after a soon to be forgotten, bump in the road.

E-Type Register Event

Drive to Toogoolawah, 6 February 2026

Tony Nelson

Some background knowledge first

I imported my 1972 Series 3 E-Type from the USA 19 years ago with just 7,824 miles recorded from the purchasing family, including all delivery details. The car now has just over 27K miles, so one of the lowest mileage examples in the world, unchanged from factory delivery, thus I have left it as a left hand drive car. Last year, the car started coming home from JDCQ outings on the back of a RACQ truck (on three occasions).

For the record, Clive Arnold asked me to be his co-secretary for the then E-Type Register in 2009, so I have records of attendance and breakfast locations Clive and I have created for the past 17 years. Neil and Jenny Summerson and I organised *A Day in the Country* for 12 years and for numerous years I coordinated attendance for Mac's Bridge at many locations. This includes the 50th at RACQ Motorfest and, with Neil's assistance, the 60th Anniversary of the E-Type at Mac's Bridge. I have shared all these attendances with our Club Historian, Roger Wilkinson.

Sadly I was advised in December 2025 that the Mac's Bridge event would not be held again, owing to the lack of volunteers and too much red tape.

In July this year, Gail and I are looking forward to receiving our 20-year membership badges of this great club. We have actually had a Jaguar in our garage for 45 years. I take my hat off to members who take leadership roles in any club as it was impossible for me to do in my working life.

The last drive the E-Type was involved in was in December 2025. It was an Alfa Romeo Club Mid Week Drive - the first instance in 14 years of organising these events that Gail and I had attended in our E-Type. I told the attending members at the briefing that the past three drives the car had come home on the back of an RACQ truck and after a fair bit of work on the car, I was hoping it would not happen this time.

The car performed as it should to the cafe at Hinze Dam.

The members started to disperse from the cafe and we eventually started driving home along the M1. As we passed Beenleigh, I said to Gail I could hear a slight misfire in the engine. This misfire became worse as we approached Springwood, so I moved over to the left

side lane and as we were approaching the exit to the Gateway Motorway the engine cut out and we glided to a stop beside a concrete barrier, not really totally inside the white line. As we glided to a stop, there was a sign with a phone number 13 19 40 for M1 roadside assistance. Calling this number, I explained our plight with the sounds of speeding trucks and cars narrowly missing the side of our car. The operator said he would activate the broken down sign, but the traffic really did not slow down. The operator said we would have a 90 minute wait for a truck to assist. As I knew the call was being recorded, I added that we would most likely be dead by the time the 90 minutes was up. The truck arrived in just over 60 minutes without any other assistance i.e. Police car/s to slow down the traffic.

The truck driver asked us to get into the passenger side of his truck, OK for me as the E is a Left Hand Drive vehicle; not easy for Gail having to guide herself over the centre console to get out of the vehicle as it was impossible to open her car door with the fast moving traffic. Sadly, I have experienced being trucked off the M1/Tollway before which is a free service and I know they only take you to a safe place and leave you.

I asked our driver if there was any chance he could drop us to our home at Carindale, which is not far away. His reply was better than the last time. He said if I was a RACQ member, which I am, to call RACQ and advise my car was on this truck and request RACQ engage this truck to take us to Carindale. All good.

Closer to home, our truck driver was having trouble engaging gears in his gearbox. On arriving at Carindale, he asked me to get into the truck's driver's seat and keep the clutch pedal down to the floor. He came back and advised he could not engage the mechanics to lower my car off the tilt tray. What to do? The driver called for another truck and the E-type was transferred to the tilt tray of the new truck, which then could lower my car to the street.



I let the car sit for over an hour and then started the motor and attempted to drive the car up our driveway to get the car off the road and safely into a garage. The motor failed as I started to drive up the driveway.

I was talking to my mechanic on the phone who advised he did not have any storage space and while talking to him, a fellow pulled up and said this was his dream car. I constantly get this at garages while fuelling my classic cars. I said this car was my nightmare at present. He turned out to be a mobile roadworthy and pre-purchase business and spent many hours assisting in trying to start the car and eventually getting the car safely into our garage. You can call Tynan if you need his services on 0417 375 789.

Our mechanic and friend John Carauana actually did a house call and John is not known for doing house calls.

He replaced the rotor button and a 54 year old spring in a fuel return valve.

Our eldest son has many contacts in the motoring industry. Forever, I have been purchasing car batteries from a business at Wynnum and our son said as the owners were my age, and this is my 20th year of retirement, one day I will turn up and the business will be gone. He said he will get me a battery at a much better price. Because of the Christmas period and battery box size it took 4 weeks for a battery to appear. I took the car for a test drive with the new battery and the car performed much better than before after John's house call.

Now to the 6th February 2026 event.

As I wished to check out the reliability now of my E-type, I confirmed with Clive he was available for the 6th of February event and then sent out the invitation for a short notice event. Webmaster Paul Lucas was very helpful when I faltered putting the event in the club website diary.

The acceptances started coming in and by seeing the suburbs the members were coming from, I chose three meeting places. With our Lord Mayor proudly boasting more than 600 people are making Brisbane their home each week, I now try to select out of Brisbane meeting places due to even early morning heavy traffic.

We do get a bit of pushback for our 6am and earlier starts, but owners of E-types will agree as the day gets hotter the cabin gets even hotter, so a drive and return before blistering heat of the day is more acceptable. The worst part is getting up before sunrise but after that, the drive out of town watching the sad faces of people coming into town and us enjoying the drive, countryside and companionship is priceless. Also the

early leaving time allows time to do other things in the afternoon and some still working members who attend and can arrive at their office a little later.

We last visited Hav'a'Chat Cafe at Toogoolawah in 2024 and as our preferred Canungra is now an overcrowded country town, Toogoolawah was my choice.



We met at Redbank Plaza, Esk and Toogoolawah. On the drive Esk to Toogoolawah, prospective new member Steven Pashely's 1962 MK2 faltered with a boiling radiator. Tim Wall and I stopped to assist and seeing the plight, we both returned to our cars and produced radiator coolant which allowed Steven to proceed to the cafe.



There was much conversation around the table, solving many Jaguar and other problems and then leaving, checking out Clive's excellent restoration work on his E-type and speaking with the locals about our cars.



My drive home was filled with trepidation and waiting to see if the motor would start missing, but I am pleased to share it was a trouble free drive home and looking forward to many more.



I did email the attending drivers and even the members who took the time to apologise for non attendance for many reasons, advising my safe arrival home and shared a couple of photos of the day.

If you did not get the invitation and would like to be on our email invitation list, please send an email to eandftyperegister@gmail.com giving details of the Jaguar you would most likely attend in. Manufacture year, model, body colour, chassis and numberplate numbers and mobile telephone contact for the event.



Although all E+F Type members receive the invitations, I find it better just to send the invitations to members who have interest in these early morning events and not annoy the pillow huggers with the invitations. We do from time to time visit Toowoomba or have breakfast locations west of Brisbane. Darling Downs members might like to attend, and similar for Sunshine and Gold Coast members.



If you own an E or F Type and did not get the invitation, also kindly email if you wish to receive invitations so I can update our member list.



Give it a go, there is never a commitment to attend every event. We had 11 members attend this event, however the following Wednesday, again at a similar start time, I had 43 Alfa Romeo members attend another drive and breakfast I had created.

Regards,

Tony Nelson

Photos supplied by Tony Nelson and Steven Pashley.

E-Type Restoration

Boot Floor Replacement

Clive Arnold

There was a rust problem in the boot floor of my car when I purchased it. These floors often rust inside the top-hat sections that are spot-welded under the spare tyre, and mine was no exception. I did a stop-gap repair involving some pretty ordinary welding and a lot of body filler.

Resolving that a proper repair would happen one day, I purchased *Boot Floor Number One* from the Hutson Motor Company back in 2016. That replacement floor was eventually installed as a prelude to the recent restoration of my car. The welder wasn't experienced with E-Types and, after installing the floor, the fuel tank wouldn't fit. Also, on the Hudson floor, the joggle below the number plate panel was too shallow (it should be approximately 3/16-inch deep). I again removed the floor, and made some phone calls seeking advice.

Chuck Hadley of Monocoque Metalworks in Maryland, USA made the most helpful suggestion which was that all replacement floors need work to make them fit properly, but the Martin Robey floor offers the best starting point. I ordered *Boot Floor Number Two* from Martin Robey. It was damaged during delivery and I waited several months for the arrival of *Boot Floor Number Three*. I was then ready for the problem which Chuck had foreshadowed, and which it shared with the Hutson floor.

The problem is that the shape of the floor is incorrect where the bottom of the floor curves upward at its front. The radius of this curvature is too large. If uncorrected before us, the floor doesn't clear under the fuel tank and the rear of the floor projects behind the number plate panel. The following issues need attention:

1. The depth of the floor has to be increased to clear under the bottom of the fuel tank. Correcting the radius of curvature also has the effect of deepening the floor.
2. The corrected curvature of the boot floor should follow the bottom edges of the rear inner mudguards to which it attaches.
3. The bottom inner edges of the rear mudguards are higher than a flat boot floor on Series 1 E-Types. In the factory this problem was addressed by forcing the outer edges of the floor upward to enable spot

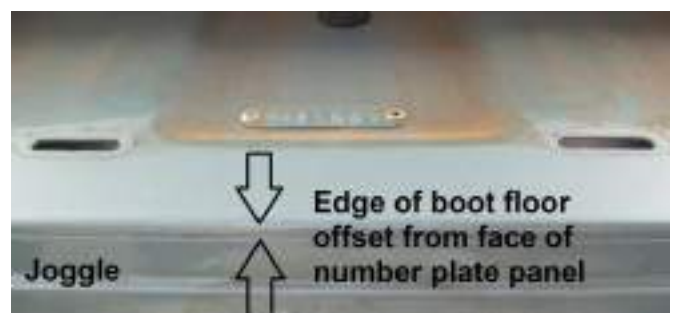
welding to the inner edge of the mudguard. On original cars this is evident as a 'dimple' in the boot floor where it meets the inner mudguard. This is shown in the accompanying photo.

4. If, as is likely, a new boot floor is lower than the inner mudguards to which it attaches, and you don't want the dimpled effect, you'll have to extend the inner mudguards downward.
5. The flanged hold through which the fuel tank sump projects might have to be moved if you want to centralise the sump in the hole (when my car left the factory its fuel tank sump almost touched one side of the hole).
6. The trailing edge of the boot floor behind the 3/16-inch joggle should be about 2 to 3 mm forward of the face of the number plate panel. That is how it left the factory. This is shown in the accompanying photo. Correcting the curvature of the boot floor pulls the trailing edge forward. If you're lucky, the trailing edge will end up in the correct place relative to the number plate panel. Otherwise, some material might have to be filed off the trailing edge of the floor. This is important for the appearance of the car.

The moral of this story, again, is: Choose your classic car body repairer carefully. Consider the knowledge and experience of your repairer on your specific make and model.



Boot floor on car 860100



Original joggle and boot floor offset on E-type 1E20761



1985 XJ6 Sovereign Restoration update

Pacey Wilson

Hello everyone,

When you last heard from me I outlined my restoration plan for the XJ6. In this issue, I'll be updating you on the work I have already completed.

I have removed the infamous IRS and pulled it apart, as the diff seals were leaking. The lower control arms and driveshafts were dismantled, painted and had the bearings replaced. The wheel hubs were pressed apart to replace the wheel bearings. To reassemble the wheel bearings, there is a crush washer between the bearings. I initially intended to use the nut and a long spanner to crush this, but it wasn't budging. As a result, I put it in the press and it took 8 tonnes to crush, so yeah - the spanner wasn't going to do that.

As the brakes are mounted on the differential, I dismantled and rebuilt them. Since I pulled apart the rears, I did the fronts as well. I went ahead and got new brake pistons, as the originals were rusted. I also vapour blasted the callipers and the handbrake mechanism to paint. I painted them with high heat resisted paint and installed the seals and pistons. After reading the instructions for the paint again, it says I should bake on the paint, so I fired up the Weber and let them sit for a bit. I forgot about the rubber seals and came back to melted rubber on the brakes. Another \$100 bucks spent on a new seal kit, and another rebuild complete.

The shocks on the IRS look okay and seem to be relatively new with king springs, so I just cleaned them up and put them back on. Seeing as how I needed to set the camber of the hubs (and I can't do that with the IRS on the car) I had to mock it up on the ground. For those of you who don't know, the camber on the IRS is set by pushing the driveshaft away from the diff, using shims, as the driveshaft is used as the upper control arm. To be able to do this, I went to Bunnings, got some pine, had them cut it at 250 mm length and stacked them on top of each other to get the diff level. I then used a Milwaukee angle tool to check the angles.

Make sure the driveshaft is level when measuring, as this is the standard drive height on level ground.

Now that the wheels are aligned, time to put the cage on. Since I have already installed the brakes and control arms, I had to stretch the cage over the make it fit. With the lower control arms, I had to push the fulcrum shaft out one side until the holes lined up, then push them back the other way to line up the holes on the other side. While I'm making sure everything is tight and properly torqued, I went ahead and got nylon nuts and thread locker to make sure nothing comes undone. A couple of the bolts required lock wire.

Once I had the cage installed and tight, I had to replace the pinion seal on the front of the diff. I purchased a seal but when I went to install it, I ended up deforming it, as it's a compression fit. After ordering a new one and installing it in a way that it didn't deform that much, the pinion seal is now done. The next part in this story is not about the Jaguar but my life.

I have just been accepted to study at the University of the Sunshine Coast, Moreton Bay campus. I am currently only doing a bridging course, as I don't have the entry requirements. This bridging course will lead to a Bachelor of Engineering (Mechanical) and to complete this degree, you must attend 12 weeks of company internships. I am hoping to work for Jaguar as part of that process. I would also like to ask the members of the Club if I could bring along some other students to Club events to talk and learn from the experience you have?

If you wish to follow along with the restoration and see some photos, I have made some social media accounts to teach other people on how to work on cars. As a university student with financial constraints and limited income, I have made a GoFundMe fundraiser to raise money to help me with this restoration. Please see listed below the social media accounts, GoFundMe details, and my new logo - slogan: *Drive your dreams.*

Facebook: *Spirited Driving*

Instagram: *spiriteddrivin*

GoFundMe: *Jaguar Restoration by Pacey Wilson*

Live life to the fullest and fun, see you guys next time.



Sunshine Coast Register Report

Christmas Party 2025

Article contributors: Sandra Bathe, Debbie Herbert and Dave Dobson

The Jags were blessed with a fine sunny day to go out on the prowl. The Mercure Hotel in Birtinya was once again our venue for the lunch.



We all arrived in our Christmas finery, well most of us anyway. On entering the lovely cool room, our wallets/purses were emptied for the raffle tickets. Congratulations to those who went home winners. The rest of us will have to try again next year.

Cold wine, sparkles and beer were ready to quench our thirst. Lots of chatting to friends that we hadn't seen for a while. Lots of talk about cars doing the rounds.

The beginning of the formal side of the day put bums on seats with all settling down to listen. With that side of the events done staff brought out our Entree. All looked very appetising. I know mine was delicious. More important words came from the front as we waited for our main meals and, of course, there is always chatting going on.



The staff were very efficient at delivering our meals. There were no mistakes on our table, until Merv removed Lyn's card. There is a child in every group.

With the main meal delivered, the usual hush fell over the room, as everyone was busy eating. The raffle tickets were drawn out. The lucky winners chose their prizes. Surprisingly, the sunshades were the last item to go. I wonder why?

It took the dexterity of a female to show the males how to fold them up.



The slideshow presentation of the past eleven months brought back lots of fond memories. Now for the dessert, my favourite part of any menu, and it didn't disappoint. The noise level increased when the dessert was finished and people moved around to chat. That lasted until after 3:30 pm, when staff asked us nicely to leave so they could set up for the next event.

A big thank you goes out to those involved in organising the day. It was a great success. The venue, the food, the company - perfect.



Congratulations to Rod and Sue Greasley, who were presented with 30-Year Membership badges by Ralph.



Sunshine Coast Register Report

Australia Day 2026

Article & photos: Sandra Bathe, Tony Brett, Ralph Johnson & Maxine Dobson

Blue skies and sunshine set the scene for a rather hot and humid day. There was a slight intermittent breeze that teased us.



We had a fantastic number attending — the most ever to an Aussie Day event: 48 Jaguarphiles. The usual refuge of sitting in the cool air-conditioning inside failed a bit today. It wasn't working like it should. But we did survive.

I am sure that everyone enjoyed the great BBQ that the club put on. In Tony Brett's words, "Chris, you gave the cows providing the patties the respect they deserved, and Ralph, the butcher made up a delicious burger mix. The crew on the BBQ were excellent — perfect, delicious patties and onion cooked just right. We managed the salads well and despite the heat, everything seemed to preserve its crunch... nothing like a nice pav with some good fruit salad that is not all tinned with ice cream and, for the decadent touch, whipped cream!"

The men had the not so cool job of manning the BBQ. The ladies and the odd male that volunteered some help in the kitchen worked up a bit of sweat as well. Plenty of support for Sue as she tried to get the whipped cream out of the narrow container.



Food all prepared, everybody grabbed their burgers and found a spot to eat. There was plenty of food for seconds, but you had to leave a bit of room for dessert.

Ralph gave a talk on upcoming events over the next 12 months, which were distributed in a hard copy calendar. He also introduced new members Mike and Jodie Baxby, and Paul McCann, who had just completed his Membership Application Form. Tony spoke about the details of Le Grand Tour in May. There are still a few spots available; contact him quickly. There was some lively discussion around membership rules and concessional registration, most seemed to prefer leaving things the same as they are at the moment. A suggestion for an away trip to the Hunter Valley region in 2027 was enthusiastically received. Ralph will take the idea to JDCQ Committee.

All in all, a memorable day — food, friends and a great venue.





Gold Coast Register Report

Australia Day

hosted by the Finlaysons

The Gold Coast Australia Day celebration this year was held at the property of Ross and Sandy Finlayson in Yatala. Although the weather turned out to be rather hot, our hosts had erected large awnings for the day as well as placing large fans where we were seated. There was also shade from trees around the lawn. We congregated mid-morning and enjoyed a morning tea while we solved the problems of the world. For lunch we had a sausage sizzle and this was followed by a

trivia quiz in the afternoon put together by the Porters. Prizes were given to those that remembered their history or were up with the latest football records. There was also the traditional judging of cars, and the car of the day was awarded to Andrew and Cheryl with their F Type. Some of us also had a look at Ross's XJ which is under restoration. A great day was rounded off with the cutting of a large cake celebrating Australia Day.



Breakfast at the Anchorage Café, Cabbage Tree Point

photos provided by Robin Kup-Ferroth



Capricornia Register Report

Flying the Aussie Flag

Vicki Williams

Monday January 26th saw Capricornia Register celebrate our Nation and all things Aussie.

Members from Yeppoon, Rockhampton and Gladstone met at the QCWA Hall at Mount Larcom for some Aussie fun and camaraderie. The Australian flag was in abundance, on the flagpole, car windows, walls, tables, hats, t-shirts, aprons and even ear-rings! The supplied morning smoko of party pies, lamingtons and ANZAC biscuits was enjoyed by all, while testing our knowledge of Aussie slang, products and trivia.

A game of quoits, and 'ping-pong in the little cake pans', was hotly contested and there were Aussie themed prizes galore.

As midday approached, we relocated down the street to the Mount Larcom Hotel to enjoy a sumptuous lunch.

The day closed with members making their own way home, feeling happy from celebrating with like-minded good friends.



Mackay Whitsunday Register Report

Australia Day 2026, Seaforth Bowls Club

Lyn Wolzak

A lovely line up made up for an impromptu car display at our lunch on Australia Day at Seaforth Bowls Club. Visitors from the Far North Register, Glenda and Doug and a couple of new cars to the area joined us for the day making up the varied collection. They received attention from the locals.

Our next outing will be a trip to Airlie Beach in the last weekend of April. Don't forget to book Christmas in July at Sea Eagles Resort, Salonika Beach for the 10th and 11th of July.



Wide Bay Burnett Register Report

Australia Day Celebrations

Gaylene McLean

The WBB Register celebrated Australia Day in conjunction with the Fraser Coast Historic Vehicle Club at Jenny and Graham's lovely home in Maryborough. On arrival we were all welcomed with open arms and, as it was a very sultry day, it was very refreshing to sit under the beautiful trees that provided us all with a lot of shade. As there was a slight breeze wafting through the trees, it prevented us all from expiring under the extreme heat, which I may add reached 37 degrees.



I was amazed at all the activities that had been organised to celebrate Australia Day, and how everyone became involved with such gusto. There was croquet, darts, quoits, bean bag throwing, nine-hole golf and, of course, a thong throwing competition. Graham and Jenny did a wonderful job mapping out the course for the nine-hole golf which meandered around their property. Bob and Graham enjoyed their tussle to beat each other — not sure who won. I did notice though that croquet caused quite a few headaches for the participants as there was lots of moaning and groaning — certainly not as easy as it looks. Arthur, Graham, Richard and Bob looked very professional when it came to the dart board — obviously they have had a bit of practice over the years. Isabelle and Pamela also took part in these activities and the concentration on Isabelle's face when she was playing croquet was priceless. Once again, I was the annoying person who kept taking snapshots of them all in action, but I do have to say that I did manage to get quite a few good photos.



The barbecue lunch was prepared by David and Doreen from the Fraser Coast Historic Vehicle Club, and they did a wonderful job especially under the very trying heat conditions. Salads and desserts were supplied by all members and lunch was enjoyed by all. Thank you Jenny, Graham and the Fraser Coast Historic Vehicle Club for a wonderful day. It was so much fun and there was heaps of laughter throughout the day. There was not a large contingency of classic cars on display, and this was mainly due to the fact that most older cars do not have air-conditioning, so people opted for cars that had air-con and that sure included Bob and I. It was just far too hot to drive in the XJS — both us and the car would have expired.



Wide Bay Burnett Register Report

February Outing to Maryborough

Gaylene McLean

Bob and I battled the inclement weather conditions to arrive at our changed venue destination, which was now Maryborough. Not expecting many members to attend due to the hazardous driving conditions, we were pleasantly surprised when quite a few cars pulled into Anzac Park — not many Jaguars though. It was great to see all those smiling faces after not having seen most members since November and, as you can imagine, there was a never-ending sound of chatter and laughter. The weather was just too erratic for my camera and I to wander around taking photos of those beloved Jaguars, so none were taken.



Bob decided that in 2026, it was time for a change in relation to our monthly raffle draw. When it came to second prize, the winner now has a choice of either the usual scratchie or to try their hand at a 'lucky dip'. Josie won the raffle and yours truly came second, so I decided to try my luck once again with the Scratchie, but I'm not sure why I bothered to do that. As per usual there was no sign of any money. Lunch was held at the Westside Village Pub. Great conversation was had by all and the meals were lovely. Once lunch was completed, we all had to rush our cars and try not to get drenched by another onslaught of rain.



Darling Downs Register Report

History Run

by Kieran Lillis, DDR Secretary

On Sunday 8th February, 24 members of the Darling Downs Jaguar Driver's Club met for the annual History run. This year's event was a visit to the Clifton Historical Museum. We travelled in convoy from Toowoomba to Clifton along the back roads via the townships of Wyreema, Cambooya and Nobby.

On arrival in Clifton we had morning tea at the Pool Café located at the Aquatic Centre and were greeted by chef Jo. Afterward, we made our way to the historical museum where we were met by several knowledgeable volunteers only too happy to answer any questions we had. The Clifton Historical Museum is well worth a visit. They have a vast collection of memorabilia and

the display is very well set out. We were made to feel most welcome and several photographs of our group were taken at the museum on our departure.

We then made our way back along the New England Highway to the newly reopened Heritage-listed Wheatsheaf Hotel at east Greenmount. A typical Pub lunch and a couple of cold beverages was enjoyed by all.

Following lunch, we gathered in the beer garden for our meeting where this year's calendar of events was organised. The usual raffle concluded the days outing.

Thanks to organisers Bruce and Jeanine Dascombe



Impromptu Event

by June Whitehouse

On Saturday 21st February, thirteen members of the Darling Downs Register attended a Creedence Clearwater Revival tribute concert at the Empire Theatre, Toowoomba. The evening started with dinner at Hello Harry's Burger Joint with everyone enjoying their huge burgers, but no one brave enough to tackle the 'Big Fat Bastard' on the menu. After dinner we took a short stroll to the theatre.

Starting at 8pm, the show was an amazing 'Blast from the Past' with CCR and John Fogerty numbers blasting out at full volume for over two hours. We clapped, jiggled in our seats (I thought Marie was going to giggle herself off her chair) and waved our phone torches in the air. It was a terrific night which I think everyone very much enjoyed.



Darling Downs Register



Saturday 15th August 2026 ***Withcott Hotel***

All members are invited to join the Darling Downs Register for our 40th Anniversary celebrations to be held at the **Withcott Hotel on Saturday 15th August**. Withcott is just 116 kms west of Brisbane's CBD and is located at the base of the Toowoomba range. We will enjoy dinner in the air-conditioned function room with attendees ordering their meal from the hotel's regular menu.



Join us for pre-dinner drinks at 5pm at the hotel. During the evening we will enjoy a slide show covering the last 40 years and several speeches from past DDR Chairmen and JDCQ representatives. There is plenty of parking at the rear of the hotel. We will also have a Sunday morning **Poker Run** with morning tea at the café in Goombungee and lunch at the Blackbutt hotel for attendees who wish to stay overnight and extend their stay. (Please make your own accommodation arrangements for the Saturday night and let us know if you intend to participate in the Poker Run on Sunday.)

Please contact Kieran Lillis on 0439 634 269 or email kieran.lillis60@gmail.com to register your attendance.

Sunshine Coast Register Report

Valentines Day High Tea at Flaxton Barn

John & Debbie Herbert

Despite the abnormal weather predictions from the BOM and media coverage, our 'Day-before-Valentines Day High Tea' went ahead with 29 in attendance. We welcomed Rob and Derry, friends brought along by Peter and Holly Morgan, and Lepe, a friend of Jim and penny Tedman.



We had decided to forgo our planned meet at Palmwoods for morning tea/coffee, and we all met up at Flaxton Barn at 11 am to partake in a mix of scrumptious delicacies together with welcome Mimosa and tea or coffee. Members and friends enjoyed almost 3 hours of conviviality, most oblivious to the slightly showery conditions outside.



Vicki McKinney was thrilled to win the lucky door prize, a bottle of wine to toast the real Valentines Day the next day.

Chairman Ralph reported to us on progress and future event plans with the new JDCQ committee. Co-secretary Maxine reminded us of our next event on Tuesday 17th March: our St Patricks Day celebration.



Relay Attack Car Theft

From the Jaguar Drivers' Club UK

Northamptonshire (Area 44) Association January 2026 Newsletter

by Trevor Maycock

There has been a lot of conversation recently about car theft where the thieves bypass the keyless entry security by extending the signal of the car key from inside the home. This happens silently and very quickly.

I was recently watching a TV program on the subject, and the presenter mentioned the use of 'sleeping batteries'. Intrigued, I searched online and found The Sleeping Battery Company. They market compatible C2032 or 2450 style batteries. The built-in motion sensor puts the key in sleep mode after three minutes without movement. Because the key goes into sleep mode, no signal is sent to the car anymore. No key or vehicle modifications required. All the conveniences of keyless entry are retained. I thought about buying the battery for my XF key fob, however I balked at the £94.99 (for two) price tag.

Early in December I received a letter with the following appeal written on the front in large letters.

***Urgent action required concerning your vehicle.
This is not a circular - please read immediately.***

My first reaction was that this was another scam, or at least a begging letter that we get regularly. However, I was intrigued that the reverse of the envelope indicated the return address was JLR UK. Inside was a letter from JLR that explained the sleeping battery function and carried an invitation to login to a website and apply for two free sleeping batteries as a complimentary offer from JLR to enhance the security of the car.

Dear Mr Maycock,

JLR is committed to ensuring clients have the best possible ownership experience of our vehicles, and we understand that owners are keen to take any steps available to them to ensure it remains secure and protected from theft. With this in mind, we are offering you the opportunity to request the following complimentary product which provides additional protection from keyless theft:

There was an asterisk * indicating that they were available on a first come first serve basis. I duly logged on and entered the required information (the vehicle VIN number and the letter ID) which were provided. I receive a confirmation of order receipt and an

indication of a four week delivery window, assuming there was stock available. The letter also included other security information, including this below, which was a function delete that I was not aware of.

Disable keyless entry

If preferred, you can choose to disable keyless entry by following the simple steps below:

- 1. Position the key inside the vehicle with the driver door open.***
- 2. On the key fob, press the button with the headlight graphic three times, followed by the unlock button once.***

Keyless entry will now be deactivated, and you will only be able to lock and unlock the vehicle using the buttons on the key fob or using the key blade. You can re-enable keyless entry by repeating the steps above and pressing the lock button instead of the unlock button.

Given all the bad press that JLR have received on this matter (mainly related to Range Rover), it is nice to see that they are being proactive, even though my car is 10 years old. I will let you know if my application was satisfactory. Has anyone else received the same?



Artificial Intelligence

From the Jaguar Drivers' Club UK

Northamptonshire (Area 44) Association February 2026 Newsletter

by Alan Hames

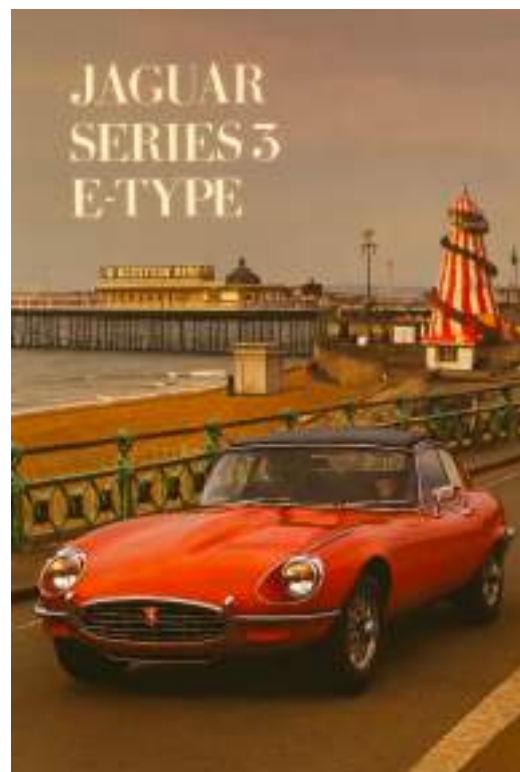
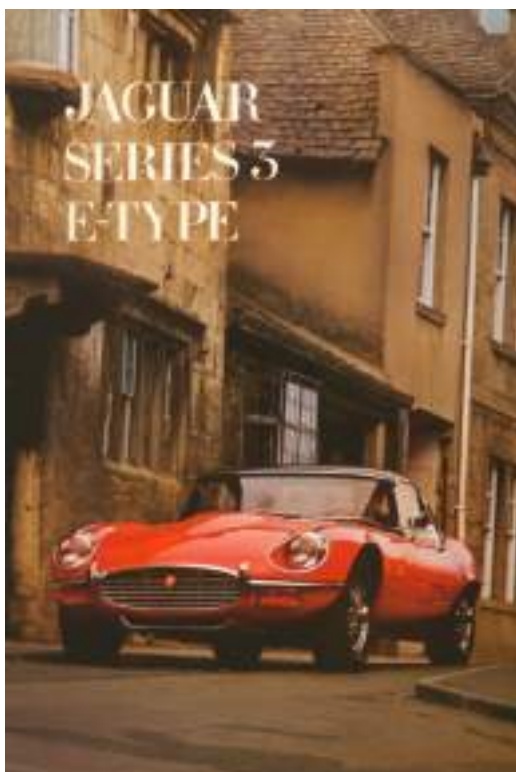
I've had some peculiar results using AI. The 1971 at home snowy picture of my then daily driver Series 2 Roadster just needed some minor AI improvement for clarity. However, it seems I was instead the proud owner of the new one-off prototype which combines the lines of both the Roadster and the Fixed Head Coupe.

I see this as being the Series 2.5 E Type which only achieved one being made, which I then owned! When it moved on, someone had a bargain at just £1,900! I think this was the model which unfortunately was not followed up to production. I am sure Sir William would have approved.

The only oddity is the rear exhaust pipes, which could have been better detailed.



The Jaguar publicity change was my fault, as I asked AI to "Brighton" the original picture. It seems my spelling was at fault, which explains the great new picture on Brighton sea front (Brighton or brighten?).



Mk 2 Burblings

Robin Todd

A couple of weeks ago we celebrated the first JDCQ Classic Monocoque Register "Country Luncheon" for 2026.

"The event was a delightful gathering where enthusiasts came together to share their passion for Classic Monocoque. Members and guests enjoyed delicious food, while discussing their favourite models and exchanging restoration tips. We were thrilled to see a record turnout, highlighting the growing interest in these remarkable vehicles.

As part of our ongoing efforts, we are planning future meetups that will include workshops on maintenance and restoration techniques. Additionally, we aim to organise a driving tour through the countryside, allowing participants to experience the joy of handling their classic machines on scenic roads.

Stay tuned for the next bulletin, where we will announce the dates and details of these exciting events. Your participation is invaluable as we continue to build a vibrant community that celebrates our shared love for Classic Monocoque cars".

Please disregard the above as it was contributed by AI without any effort on my part so it seems that now I don't just have to grapple with my own thoughts and ideas but have to battle with a mechanical intrusion that thinks it knows better than me what I'm thinking. It will be interesting to find out next time what we did at our lunch.

Anyway, back to reality, we had intended to go to the Clifton Club Hotel which is/was the pink one we have been going to for years and years except for last year when they had trouble with their deep fryer [no chips, oh no] so we went to the Clifton Arms which is about 20 yards or 17.6 Metres up the road and made us welcome last year. We were coming home from Toowoomba and decided to call into Clifton and make the booking well in advance at our old faithful venue. What a shock, instead of a welcome smile I was greeted with "What the f*** do you want?" I explained who I was and what I wanted, only to be greeted with a tirade made up mainly of his favourite word. I gathered that he does not do lunches on Wednesdays and will not do lunches on Wednesdays no matter who or what I thought I was. I had already made that decision for myself shortly after he spoke the first time. I know that clothes do not always make the man, but I do expect my host to be a bit better dressed than his long grey

hair under a pirate scarf, shaggy beard, dirty singlet, baggy shorts, rubber thongs and a filthy mouth so we went just up the road to a venue where we were made welcome and had a lovely time. I found it rather interesting, and if I'm honest more than a bit satisfied, that our new venue was quite busy for a Wednesday and actually very close to a full house. Can you guess our new favourite venue in Clifton.

Just as an aside, the Southern Downs Steam Railway run regular trips from Warwick to Clifton for lunch at the hotel of your choice. I know times are tough for any business these days but some just don't deserve the opportunities presented.

I came upon a couple books the other day that I think I may have the bought over the past couple of months but I put down somewhere very carefully and then forgot to read. Actually there was three of them but the real story is that they all contained articles on the John Coombs racing Jaguar 3.4 Compact [herein after known as the Mk1]. It is claimed that Jaguar via the efforts of "Lofty" England the Service Manager and also Racing Team Manager built three lightweight Mk1's for racing. One was red and supplied to John Coombs for Roy Salvadori to drive, one was white and supplied to Briggs Cunningham in the USA, and the other was blue and supplied to Tommy Sopwith for Ivor Bueb to drive.

Somewhere or other I read that there were 12 Special Mk1's produced by Lofty at the factory so maybe some were more special than the others. I do know that David McKay's first racing Mk1 known as the "Grey Pussy" had been modified by Lofty's team but was not a lightweight. The David McKay Red and Bill Pitt British Racing Green were lightweights but I believe they didn't have as many lightweight panels as the above and were lower compression because Lofty didn't think that Australia's fuel was good enough for their 10 to 1. Interestingly I read that the "Grey Pussy" car which is now in the Bowden Museum has a compression ratio of 11 to 1.

So that is 6 or the supposed 12. Maybe the 2.4 that won the first race for the Compact model was also touched up a bit by Lofty before it left for Europe. One would be a bit disappointed if it hadn't. There were also a number of cars used in Rallies etc that probably had a little bit of special treatment.

So where did the famous Pearl Grey lightweight Mk1 ex-John Coombs car that is now raced so spectacularly at Goodwood by Grant Williams come from? It was the Red car. Gee, I think there might be a Christmas Quiz question or two in that lot.

The proposed calendar of Country Luncheons for March to June is included in the Upcoming Events section on page 3. The early version showed that the May venue will be the Yangan Hotel Motel. This will be changed because the owners/workers at the Hotel live and work somewhere in Brisbane and only come up to Yangan on the Thursday or Friday for the extended weekend, which is doing very well indeed if the crowds on Friday and Saturday evening and the lunches on Friday to Sunday are anything to go by. We haven't been down there yet as we think it is a bit far to walk at this age [certainly the walk home would be] and as cars are parked right up the road nearly to our house it would be a bit useless to try to drive. When I say cars it is not really cars it is more like the annual gathering of those four door utes with the suspension so far jacked up that they could run right over something like an

E-Type Roadster without even feeling the bump. I suppose I shouldn't ridicule them, even though probably only a small percentage will ever go into the far flung outback deserts. As I reread this I realise the last comment was a bit unfair as the raised suspension and big tyres are probably a bit of protection from the ever deepening pot holes that litter the highways. A couple of weeks ago we fell into one that was so wide and deep that the bodywork hit the road. I was really pleased I wasn't driving that Jaguar XJR S 575 in rich dark red that was for sale and I lusted over for so long and I still have the photos.

Keep Safe. Hope to see you somewhere sometime.

Robin & Valerie Todd

Ph 0746648509

E-mail randvtodd97@gmail.com

Message to the Darling Downs Register

Sincere thanks from Marie Buller



2026 Macleans Bridge Festival Update

Hi All,

TSOAQ advise that the planned Mac's Bridge Classic Car and Aircraft Festival to be held at Caboolture Aero Club on Sunday 12th July 2026 is now cancelled.

We have now reached the stage where we have insufficient people to assist in the planning and operation of the event so it is unlikely that there will be any future events.

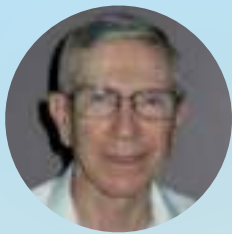
It is not generally realised the volume of work required to put on a Mac's Bridge style of event, the organisation that is seen of the day is the tip of the iceberg. In order to obtain a City Council permit for the event we had to submit an extremely comprehensive event plan that included a detailed Gantt chart showing the timing and length of all the operations over the weekend, an extensive Risk Assessment that took several adjustments before acceptance and a traffic management plan. In reality the organising committee would have collectively spent more than a hundred hours putting the plan together before obtaining Council approval.

In conjunction with obtaining a permit, detailed planning of the event needs to be undertaken. This requires the team to talk to sponsors, organise indemnity insurance, radio station advertising, PA for the day, printing, and distribution of flyers, booking food trucks and other on-site contractors, organise signage and payment systems. It is only then that the site layout can be addressed ready for the final large group of volunteers to operate from the Friday to Monday setting up and marking out the site then final tear down and site clearance so it can be returned to its Aero Club normal use.

Finally, we would like to thank all the car clubs and classic car enthusiasts who have fully supported the Mac's Bridge Festival through its various guises over the past 50 years.

Wishing you all happy and safe motoring,
Murray and the Macs Bridge Committee





Library News

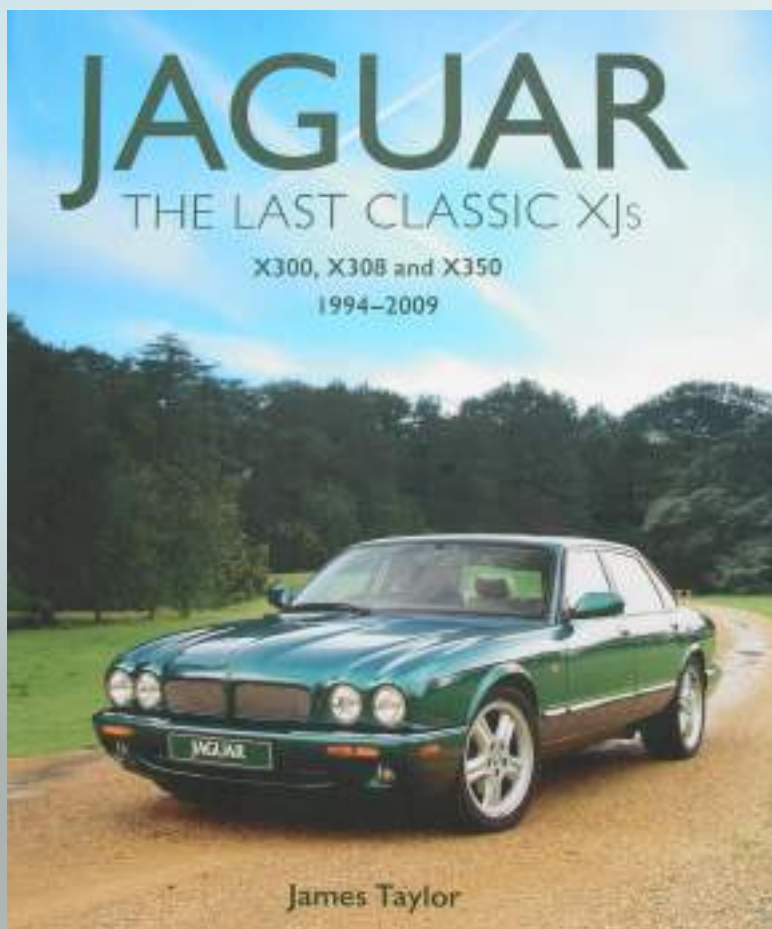
with Club Librarian Ray Hodges

Jaguar - The Last Classic XJ's: X300, X308 and X350 1994 – 2009

JDCQ Library ID: GB48.

Author: James Taylor.

First Published in 2025 by The
Crowood Press Ltd.



By the end of the 1980s, sales of Jaguar's lauded XJ saloon cars were slowing down. Rejuvenated by an injection of funds under the Ford ownership, the company turned out a stunning new design in 1994 as the X300 and later re-engineered this with V8 engines as the X308. However, a sales renaissance proved elusive, and an all-out effort with advanced new technology for the X350 of 2003 failed to deliver the hoped-for returns. The last cars to echo the original 1968 styling came off the lines in 2009, and with them the classic XJ era came to an end.

With ~200 photographs, this book features:

- The story of the design and development of the three ranges
- Details of the 6-cylinder, V8 and V6 diesel engines

- Daimler-badged variants
- The story of the three ranges in the USA
- A guide to buying and owning an X300, X308 or X350
- Full technical specifications, plus paint and interior trim choices
- Production tables and VIN identification.

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



1982 Jaguar XJ6

Reluctant sale of my 1982 Jaguar XJ6 SIII; 100,934 km (only 5 digits on Speedo but I believe this to be original).

I have owned this car for over twenty years. It has always been garaged in Melbourne and Noosa. The car has had a reconditioned engine fitted in 2017 by John at Downshire Motors East Malvern Victoria.

All receipts are included with car. Since the engine replacement the car has only travelled 20,000 kms. Recently I fitted a new set of tyres as the others were out of date.

The car drives well and suspension and steering is good. As with all cars of this age there are a few things that need attention but all minor.

The car is on club plates and will need a RWC to be registered.

Price: \$5,000 ONO
Contact: Peter Hague
Mobile: 0412 111 382
Email: phag81087@gmail.com
Location: Sunrise Beach QLD



2004 Jaguar XK8 Auto. Final series 4.2L V8

Opalescent grey with cream leather and burr walnut woodwork.

Possibly the most beautiful example of this marque in Australia.

The vehicle presents as new and was part of a collection in Point Piper, Sydney and has only travelled 56,800 km.

Books with full service record.

Price: \$69,500
Contact: Malcolm Shaw
Mobile: 0407 622 504
Location: Burleigh Waters QLD



1984 Jaguar XJ6

4.2 Litre 6-cyl Sovereign. Very good condition.

Odometer: 353,070 Miles

Colour: Sage Green

Price: \$12,000 ONO

Contact: Craig Buller

Mobile: 0435 467 520

Location: Harristown, Toowoomba



1963 MKII Jaguar Project Car

Automatic transmission with 3.8L engine in red. The vehicle was last registered in 1984 and has been stored in sheds. Located under cover in Stafford, Brisbane.

The car is complete and towable with only the bumpers and the mascot removed from the bonnet for transport. We have these parts.

Body and interior condition are as pictured. Upholstery is cream/light tan. Some spare parts and Jaguar servicing manuals and books come with the car. We have not attempted to start the car.

This beautiful Jag is looking for a new owner to bring it back to its former glory.

Price: \$6,000 ONO
Contact: Johnji Kruchio
Mobile: 0424 937 552
Location: Stafford, Brisbane



2008 Jaguar XF Luxury Sedan

2700cc turbo diesel. Registered until 13/04/2026.

Owned since new and purchased at Jaguar in Glasgow (UK). Shipped to Australia in or around 2012.

The car has not been driven for approximately 6 months and needs some work.

Main issues include:

- minor body work damage;
- cracked windscreen;
- coolant issue with engine;
- battery needs to be replaced or charged; and
- several other smaller issues.

This would be a nice project for someone as the car has very low mileage for its age (approx. 78,000 miles).

Price: Happy to consider offers.

Contact: Scott Watson

Mobile: 0457 256 756

Location: Noosa, QLD



2009 X-Type Diesel Sport

337,026 (highway) kilometres. Good tyres, runs well, cold A/C.

Good paint, was daily drive. Will be sold unregistered without a roadworthy certificate.

Price: \$3,500 ONO

Contact: Terry Whitehouse

Mobile: 0409 072 500

Location: Gatton, 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: \$33,500

Contact: Chris Marsh

Mobile: 0419 271 084

Location: Bribie Island QLD

PARTS & ACCESSORIES



Four 16x7 inch Lattice wheels

New - Old Stock never had tyres fitted to them.

Dated 1993, some small marks from storage but close to concourse.

These came on late XJ40 sport packs and update model XJS sport pack.

Comes with good condition Jaguar centre caps, and new set of aftermarket nut and washers.

Price: \$1,250

Contact: Ron Formella

Mobile: 0419 567 779

Location: Gatton, QLD



1959 Jaguar Plates

Serious offers considered.

Contact: Ben Twemlow
Mobile: 0430 221 411
Location: Norman Park QLD



Jaguar XK Parts

Oil filter (pictured above) – XK120 at least – with some original brown paint on it. Tecalemit part no. FA2690, takes filter element FG2421. I could not see a whole assembly like this offered elsewhere, and getting the various parts might cost some hundreds. **My price: \$125.**

Horn, an aftermarket item, marked RVB Products which was a Melbourne manufacturer of a few automotive items. Again might have come from my first XK120. **Say \$15?**

Front side light housing repair section, to be fitted and painted. I bought this item from Bill Lawrence (UK) around 1981 for my XK120 FHC. Bill was the most highly regarded XK body parts maker in the UK at the time. Same part used for XKs and saloons. Price guides I could find were close to about A\$300 - needing to take account of postage/freight and Aus GST on buying from overseas. Asking price here: **\$100 each.**

XK120 muffler: to the best of my recollection I bought this as NOS from Brysons a very long time ago. Stored since. **\$25?**

XK120 rear tail light housing. Alloy. Left side. This is not chromed but should be chromed or (for a few cars) painted body colour. It looks to me to be in pretty good shape – should re-chrome well. Chromed repro parts like this are about A\$450. **Say \$120.**

Contact: John Elmgreen
Mobile: 0417 446 615
Email: elmgreen@ihug.com.au
Location: Lower North Shore, Sydney



Complete set of Jaguar Drivers Magazines

From Issue 1 (1984) to Issue 215 (2023) - over 39 years. All in good condition.

Also included if you want them are two cartons of Jaguar World/Classic Jaguar magazines and magazines featuring Jaguars.

Approx. 95 magazines in various conditions but all readable.

Price: \$250
Contact: Bruce Brooks
Mobile: 0491 082 647
Location: Kenmore Hills



Set of wire wheels

Set of four new wire wheels (including spinners) for Jaguar. 17 inch rims, 7 inch width, with 3 inch hubs. Powder coated British racing green.

Price: Negotiable
Contact: Colin Kiel
Mobile: 0412 539 634
Location: Sunshine Coast

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	\$
TOTAL				\$

Name: _____

Membership Number: _____

Postage will not be required if delivery is not urgent and you are attending an event with a JDCQ committee member. Send order by email to regalia@jagqld.org.au or post to 18/194 Bishop Road, Beachmere 4510. **New bank details:**

Account name: *Jaguar Drivers Club of Queensland Inc*
BSB: 182-512 Account number: 973 064 827

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

Non Committee Roles

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Regalia	Toni Pearce	0427 835 173	regalia@jagqld.org.au
Editors	Andrew & Sam McMath		editor@jagqld.org.au
Facebook Admin	Wendy Gross	0498 203 257	facebook@jagqld.org.au
Historian	Roger Wilkinson	0431 075 321	rog.w19@gmail.com

Regional Register Representatives

Brisbane	Graham Heather	0437 231 459	hzahnow@optusnet.com.au
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Sunshine Coast	Ralph Johnson	0409 566 355	rgjohn132@gmail.com
Gold Coast	Di Cooper	0411 176 050	dianecooper580@gmail.com
Wide Bay Burnett	Arthur Bock	0408 761 474	aergbock@bigpond.com
Capricornia	John Large	0408 221 366	jrlarge@outlook.com.au
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GEAR Representative	Richard Andrews	0418 886 142	gear@jagqld.org.au
QHMC Representative	Paul Lucas	0481 490 334	info@jagqld.org.au

Brisbane Register		jdcqbrisbane@jagqld.org.au		BSB: 484-799 Acct. no: 5061179563	
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Social Secretary	Bob McLean	0428 781 901	the_mcleans2003@yahoo.com.au		

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Secretary	Glenda Unwin	0411 577 097	dgun41@hotmail.com		
Treasurer	Carmel Donges	0478 734 358	donges2014@gmail.com		
Committee	Doug Unwin & Karen Bird				

Model Registers

Chassis Cars



SS, MkIV, MkV



XK120, XK140, XK150



C-Type, D-Type



MkVII, MkVIII, MkIX

Terry Whitehouse - 0409 072 500

Classic Monocoque



MkI, MkII, 240, 340, Daimler V8



S-Type



420 Compact



MkX, 420G, DS420

Bill McMonagle 0418 647 981 / Robin Todd 4664 8509

E-Type / F-Type

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



E-Type



F-Type



XJ6, XJ12, Series 1, 2, 3



XJ6C, XJ12C

Ron Formella - rkformella@gmail.com

Grand Tourer



XJS



XK8, XKR, X100, X150

Tony Brett - 0404 804 952

Sporting/Modified



Tony Herald - 0407 625 278

Modern Luxury Saloons



XJ40



X300, X308, XJR



X350



X351

Paul Lucas - 0481 490 334

Modern Compacts



S-Type



X-Type



XF



XE

Terry Whitehouse - 0409 072 500

Crossover Register



F-Pace



I-Pace



E-Pace

Stu Gross - 0498 203 227

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

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

First Name

Preferred Name

(Badge Name)

Postal Address.....

.....

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

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

PARTNER MEMBER

Title....Surname.....

First Name.....

Preferred Name

(Badge Name)

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

\$

Office Use Only

Entered in Database

Membership No:

Welcome Letter

Current Magazine

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Badges Given/Sent

Regional and Model
Register Advised

SignatureDate.....

Payment may be made by direct deposit.

PLEASE USE YOUR SURNAME AS REFERENCE.

NAME: Jaguar Drivers Club of Queensland Inc BSB: 182-512

ACCOUNT NO: 973 064 827

You can also apply for membership online at www.jagqld.org.au and click on the “Join Here” tab.

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THE JAGUAR XK140 IN THE SOUTHERN HEMISPHERE

By John Elmgreen
and Terry McGrath



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

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

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