



## Vale Queen Elizabeth II 1926-2022

To transport the Queen a customised Jaguar XJ hearse was used, with the vehicle specified some years ago by the Queen herself. Constructed by Wilcox Limousines in the UK, the Jaguar hearse is finished in Royal Claret, the official colour of Royal and State vehicles. The hearse was built to Her Majesty's specification, to allow the public an uninterrupted view of her coffin.

### BRISBANE COMMITTEE

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### A warm welcome to new members

Keith Louie & Kate Campbell 1963 E-Type

Stanley & Robyn Lawrence 1979 XJ6

Ronny Wachtel 1972 E-Type

Neil & Kate Robson 1969 E-Type 2015 F-Type

**Great to have you on board.**





**By Wendy Gross**

All British Day at Tennyson on 18th September was again a successful event for JDCQ.

The Rolls Royce and Bentleys might have been thinner on the ground than in previous years but there was a sea of Jaguars down on the Field of Dreams with a wide variety of models too.

The grand old ladies, Mark 1, Mark V and Mark V11 were represented and there were 7 Mark 2s.

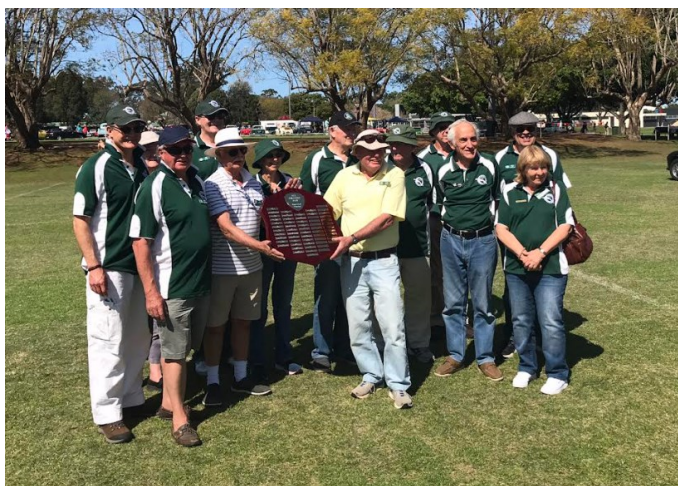
The largest group on the day was the E Types with 9 cars but there were also F types and S types.

The XJ class was also well represented with XJC, XJR, XJS, XJX, XJ6 and XJ351 staking their claim to the turf. There were quite a few different XKs. The XK8 and XKR models were the most numerous but XK5L, XK120 and XK150 made an appearance, too. It was obvious that the classic look was most popular and only one SUV, an FPace took to the field. Beautifully presented cars and lifted bonnets attracted a lot of interest from the crowd attending.

They had come from near and far. Obviously Brisbane Register were there in force but Gold coast, Darling downs, Sunshine coast, Wide Bay Burnett and Capricornia registers were all represented.







The Club won 'Best Club Display'. The Club has previously won this trophy in 1989, 1995, 2003, 2009 and 2019.



It is a sign of the times that for the first time in a while there was no dealer participation showing off new models. Instead the JDCQ display was fronted with the history of Jaguar told on 16 corflutes. While the main interest was obviously the cars it was also busy under the gazebos. This year there was a lot of memorabilia from the estate of the late Ian Richardson for sale and the model cars were very popular. Helen, our Regalia Officer, and her helpers were very busy selling JDCQ hats and shirts and Stu, the Membership Officer signed up 5 new members. We welcome them to our club.

As the time of the presentations drew nearer and the prize winners were being assembled it was great to see that there were two Jaguars in the Winners' Circle. Tony Herald, with his beautifully restored EType won Best British Thoroughbred and Graham Jordan, with his XK120 won Best Sports Car, made Jaguar the only marque to have two winners. Another of our members, Col Galley was in that Circle too but it was with his Vauxhall rather than one of his Jags.

The crowning glory of the day was the announcement that JDCQ had won the Best Display award. The club had mustered the greatest number of cars for the day and the display was top class.

None of this happens by accident. Lloyd Andersen, Chairman of Brisbane Register and Management Committee members, had backed up after his splendid work at Motorfest and organised the All British Display. He and his team worked very hard on Saturday to put up the gazebos, mark out the display area and do the myriad of other jobs required. He still made it to the 'welcome to the out of towners' dinner on Saturday night.

# **My Memoirs of the Jaguar Drivers Club of Queensland**

**By Ian Lind.**

## **Episode One.**

It has been 46 years since my first association with (at that time) the only Jaguar Car Club in Australia in Sydney in 1975, and 44 years since I joined the JDCQ.

Before 'I fall off this mortal coil' (as the Bard put it), I should digitise or commit some memories to paper and posterity.

In a previous article I published in this magazine some years ago, titled 'The Old Yeller E Type', I related how I had come to own my 1966 Pale Primrose Yellow E Type Jaguar Roadster, restored it twice, driven back from Longreach to Brisbane three times with no problems and down to Newcastle and back once with never a miss from the motor. I still have the three part series in my computer files. Maybe I will publish it again one day.

I had come to own my E Type in July 1975 from a gentleman in Vaucluse.

It was an imported English model with rusty inner sills, a 4.2 litre engine, and manual gearbox with the synchromesh on all gears, and the original series one body.

I had swapped a 1972 Mazda RX3 and \$1800 for the E Type with an Englishman who was returning to the UK. The Jag only had 56,000 miles on the clock. The seller and his wife wanted to see a little of Australia in a practical car before flying home. In those days an Australian dollar was worth an English pound.

The car was taken off the road twice for restorations. The first time from 1978 until 1983 to remove rust, strip and paint the body, pull the engine and gearbox apart and put it all back together again. With low miles on the odometer the engine turned out to be fine with little or no wear. Someone who had owned it liked lollies. I found a mound of melted jellies and lolly papers under the seats. I decided anyway to change the rings, and all the bearings and one piston with a small dent on top. Also I had the bores linached.

With little mechanical experience, but with a good book to help me, and a lot of expensive tools, I found the engine was quite simple to work on. I left the experts to refurbish the head and gearbox. All the gearbox cogs were fine but one layshaft had some wear and was renewed with a new phosphor bronze replacement.

In this article, I would also like to share some old photos with you going back to the Sydney Motor Show in 1976, which I attended after first joining the Jaguar Drivers Club of Australia. I was a member of this club from 1975 to 1978.

When I moved back to 'God's country' in 1978, I joined the newly formed Jaguar Drivers Club of Queensland. I had towed the stripped and repainted shell of my roadster on a hire trailer, back to Brisbane, with the engine block and suspension re-installed. A month later I returned to NSW for another trailer load of the remaining parts which I had stored with my parents in Maitland. My girlfriend's Father, Col, who later became my Father-in-Law, was very tolerant and safely stored all this in his large garage in Rochedale. It shared space with a long wheel base Land Rover which Col used for fishing trips up the beach to Double Island Point and Cape York. The Jag was moved to an apartment garage in Kelvin Grove later where it was rebuilt by me for the first restoration in 1983.

I didn't get to do any trips with the JDCQ as most of the time the car was up on stands in the garage, but I used to attend as many meetings as I could.

In 1983 just as I got the car back on the road, I was transferred to Longreach for two years. I drove around Longreach very little during those two years in the Outback. I had only the hood frame but no hood, which is not pleasant in 40 degree Celsius heat.

However I did do three trips from Longreach to Brisbane and return, with no problems. The car was quite reliable. The main problem was dodging showers and covering up against the sun.

The JDCQ was a small club in the seventies, we all knew each other and the Club began to rapidly expand under the able leadership of Brian Rowse. ( I used to call him Squadron Leader Rowse because of his large moustache, reminiscent of a World War 2 fighter pilot). Others early members I remember well, were Dudley Young, a Telecom technician recently returned from cyclone ravaged Darwin. He had a nice red E Type series 2 with an original large air conditioner on the passenger side. He was a whiz at gear boxes and yachts. I supplied the parts and he rebuilt my gearbox for nothing. I offered to pay him back. A few weeks later I found myself up to my knees in Bulimba mud, careening the hull of his trimaran the 'Minatour'. It was a hot and sweaty job in the Brisbane River and I smelled like a Mangrove swamp for two days afterwards

Before the other Queensland Registers were formed we had members from Tewantin, the Gold Coast, Toowoomba and Stanthorpe. They were all dedicated Jag owners and would drive up and down over more than 100 kms on very basic two lane roads to attend our meetings.

The venues where our meetings were held changed a lot. Early ones were held at a hall on top of Mount Cootha, others were held at the Morningside Bowls Club and also the Ekibin Bowls Club. Later the old Jag dealership in Anne Street took us under their wing. Meetings were held there for a long time. Then we moved to the Shannons Office in West End for many more years until we were finally asked to give up our spot for another motoring club. We had enjoyed the premises for longer than most clubs. Next after becoming the 'Brisbane Register' we moved to Sherwood RSL briefly and more recently we have been meeting at the Yeronga Services Club. Our long serving Secretary Joy Cooper books and arranges our meetings to ensure we have a meal and a room in which to meet.

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After returning to Brisbane in 1985 from Longreach the car was driven daily from MacGregor to my work at Eagle Farm, with a very leaky makeshift hood. I remained in the JDCQ and continued attending as many meetings as I could while working as a shift worker. My next transfer two years later in 1988 was to Cairns and rather than drive up there, I decided to leave the car garaged in Brisbane and bought a pushbike to commute around Cairns. I lived in Manunda which was quite flat and a short distance from the airport. My wife remained in Brisbane. During my two years in Cairns I would come down to Brisbane as often as possible. I could often bludge rides from night pilots delivering mail and newspapers. It was nice to sit in the right hand and be at the other end of the radio. These trips cost me the price of a bottle of Chivas Regal. I was expected to help the pilot offload newspapers at Townsville, Mackay and Rockhampton.

Each time I came home for a few days I would pull something off the car which I wasn't happy with. Before long the car was half dismantled. That was when I decided to restore it all over again but do it better this time. My lovely car remained off the road for seventeen years from 1988 to 2005.

I resigned from the club for two years in 1988 as I had no Jaguar on the road, two children to educate and two mortgages to pay off. After returning from Cairns to Brisbane in 1991, transfers were reduced. Many towers and air traffic service facilities like Mount Isa, Longreach, Charleville and Bundaberg were closing. Microwave links and satellites were making them obsolete. I rejoined the club in 1991 or 1992 and once again came to

meetings but still had no roadworthy Jaguar to take on runs with the club. In 2005 I had a really nice restoration finally finished on the car. This time I had all the upholstery renewed in leather, I had pulled the whole rear suspension off, as well as unnecessarily pulling the engine and the gearbox apart once again, and having the flywheel lightened and rebalanced. I was then able to start participating in runs as well as just attending meetings. It wasn't always possible to participate because of my shiftwork.

My first runs were with the E Type Register. In retrospect these were insane runs.

Organised by Clive Arnold and Tony Nelson, a brace of E Types and the odd XK, plus a stray Mark11 or more modern Jaguar or a 'Ring-in", would meet at 0500 or 0530 in the morning near the Sherwood Hotel in the Bunnings car park, and head on down the highway towards Ipswich. Turning off at Yamanto onto secondary highway 93 towards Peaks Crossing and Boonah with little or no traffic, our cohort would reach speeds that I can't divulge for fear of a magistrate or policeman pressing retrospective fines. Some of the highly modified and lightened E Types, like those owned by Geoff Blake and Clive Arnold with their improved suspensions and racing slicks were just impossible for me to keep up with. I would valiantly do my best to keep them in view a half kilometre or so ahead. At high speeds on my skinny, standard five and a quarter inch original whitewall Coopers tyres, I had quite a few skips of the heart before I finally caught up with Geoff and Clive . They would turn off route 93 at Coulson and onto route 90 towards Beaudesert. Here they would pull up to wait for the rest of us to catch up with them. I would usually arrive a minute or two later with clenched teeth and white knuckles.

We would then head off on route 90 which also had its hazards. Back in the day, this road was narrow and hilly with tight bends. To compound things we were driving directly East into the rising sun. Wallabies and kangaroos were out and about. Once approaching Beaudesert I had a close encounter with a wedgetail eagle. They are incredibly big birds close up, and very sluggish at taking off. Nowadays with a lot of road upgrades to Wyaralong, things are more civilised on this road. Some of my compadres on these runs as mentioned were Clive and Geoff and at other times Allan Hillis, Tony Nelson, Barry Cooper, Lloyd Andersen, Bryson Talamini, Ian Richardson, Richard Andrews, John Weekes , and others but these travelled at more sensible speeds. Later on others like Julio Machado joined in the scary fun. There was also an immaculate red V12 E Type given by a man whose name escapes me. I apologise to anyone whose name I have left out. From



Beaudesert we would continue on to Canungra for breakfast before returning home at about 10:30 to 11:00am.

As a result of these runs I quickly realised I had to modify my suspension with a larger 22mm front roll bar and wider 6 inch wheels. These arrived from 'The Driven Man' in Tennessee within ten days of ordering them from the USA. Later I added Spiteri ventilated front discs, and a beautiful extractor set also from Spiteri's. All these extras I fitted myself with only a trolley jack and six stands. This proves that anybody can modify a Jag as long as they have the time, and are prepared to lie on concrete floors for a few hours each day. You must also be double-jointed and be able to squeeze into narrow spaces. Then you must accept the fact that you will have permanently bruised knuckles and dirty fingernails. Overalls and a good set of spanners and tools are essential of course.

I really miss those early morning runs, they were dangerous but exhilarating. Now having sold the E Type in 2015 to Martin and Kaye Wilson in Tasmania after owning it for 40 + years, I no longer have a Jaguar to do these runs and the old troopers who used to come along seem to have become 'couch potatoes' and don't like getting up early on cold mornings. A real shame. So I just have my memories and photos. Speaking of photos below please see a few of my old pictures from the seventies and eighties.

To be continued.







## Brisbane Register Event Schedule 2022

OCTOBER 11 Bi-monthly Brisbane Register Meeting

Contact Lloyd Andersen or Joy Cooper. Venue to be advised.

OCTOBER 12 Monocoque Register Lunch see advertisement

OCTOBER 23 A Day in the Country

NOVEMBER 9 Monocoque Register Lunch. See Advertisement.

NOVEMBER 18 10am Visit Colin Galley's Car Collection. See flyer.

DECEMBER 3 SATURDAY Christmas Party Bellbowrie Tavern

JANUARY 26 Australia Day

FEBRUARY 5 Hamilton the Musical Lyric Theatre QPAC. 6.30PM.  
See flyer.

**NB:** Events and details can be found on the JDCQ website

<https://www.jagqld.org.au/> by clicking the 'Calendar' tab.

Clicking on the event name itself will reveal further details of an event and flyer if available.

# Modern Compact S-Type X-Type

The **S-Type** was styled by Geoff Lawson in 1995 and is based on the Jaguar/Ford DEW platform. It was unveiled at the Birmingham International Motor Show in 1998 and went on sale in January 1999.

The first S-Types are distinguished by an optional touchscreen navigation system. The traditional leaping jaguar bonnet ornament was also optional even though it is approved by the US and EU standards and breaks away in the case of an accident. Subsequent models have the Jaguar logo incorporated within the radiator grille.

The supercharged *S-Type R* joined the line-up in 2002 and was powered by the newly revised hand-built 4.2-Litre V8 producing 400 hp and could accelerate from 0 to 60 mph. It included 18-inch alloy wheels, wire-mesh grille, and monochromatic paint. For the 2003 model year, the Jaguar S-type was given a six-speed, automatic transmission as well as a revised 3.0-litre V6 engine with 235 hp the vehicle a more Jaguar-like appearance. Subsequent models in the range brought technology as it became available with flip open keys, washers incorporated into the wipers and the deletion of fog lights.

The baby sister to the S-Type, the **Jaguar X-Type** is a front-engine, all-wheel/front-wheel drive compact executive car manufactured and marketed by Jaguar Cars from 2001 to 2009 under the internal designation *X400*, for a single generation, in a sedan or styles. It used a modified version of the front-drive Ford CD132 platform. In addition to offering Jaguar's first station wagon in series production, the X-type would ultimately introduce its first diesel engine, four-cylinder engine and front-wheel drive configuration.

The X-Type was developed during the period when Jaguar was owned by Ford and marked Jaguar's entry into the compact executive segment. The programme aimed to double the marque's worldwide sales requiring huge expansion. At launch the car was called the most important Jaguar ever. With annual projections of 100,000 sales, the X-Type recorded a production of 350,000 over its eight year manufacturing run.





## Late Modern Compact XF XE

In 2008 Jaguar dramatically redesigned the compact saloon and launched the **XF model**. Recreated by Jaguar's design director Ian Callum, the styling incorporates an oval mesh grille recalling the original XJ of 1968. The interior included air conditioning vents which are flush-fitting in the dash, rotating open once the engine is started, and a rotating gearshift dial, marketed as JaguarDrive Selector, which automatically elevates from the centre console. Another departure from the traditional Jaguar cabin ambience is the use of pale-blue backlighting to the instruments, switchgear, and around major control panels. Some minor systems, such as the interior lighting, are controlled by touching the light covers. The glove compartment also opens to the touch. The XF has no cloth interior option, with all trim levels featuring leathers. Wood veneers are available along with aluminium, carbon fibre and piano black lacquer trims.



The **Jaguar XE** (X760) is a rear or all-wheel drive, front-engine, four-door compact executive car manufactured and marketed by Jaguar Land Rover, under their Jaguar marque. The successor to the X-Type, it was designed by Ian



Callum and launched at the October 2014 Paris Motor Show. Production started in April 2015. The XE is noted for its aluminium suspension componentry as well as its bonded and riveted aluminium unitary structure to simplify repair and decrease insurance costs - the first in its segment. The XE was the first application of Jaguar Land Rover's new 2.0 L turbocharged *Ingenium* four-cylinder engine.



# Modern Grand Tourer Sports XK8 X150 F-Type

Retro was the fashion in the nineties, so the XK8 sports GT introduced in 1996 was styled after the E-type but built on the XJS platform. It came as either coupe or convertible, both being 2+2 seating. Power was by all aluminium 4.0 litre V8 engine with 5 speed ZF auto transmission with J-gate selector. The supercharged XKR delivered 370 bhp @ 6150 rpm.



Fashions change and mid 2000s the call was for modernisation. Hence the XK was restyled and at the same time new methods of fabrication were introduced. The new XK of 2005 was all aluminium body of glued and riveted construction. Both coupe and convertible were available, again as 2+2 GTs. Engine size was now 4.2 litres. The J-gate was gone, replaced by paddles at the steering wheel. The coupe had a very useful, wide opening rear hatch. In 2010 engine size grew to 5.0 litres, though with progressive auto gearbox improvements to 8 ratios, fuel economy remained excellent.



Since the E-types demise, motoring writers had been calling for a true two-seater Jaguar sports car. The replacement for the XK which came in 2014 was that car and was named F-Type. Both coupe and convertible body styles were available, though Jeremy Clarkson noted that the boot of the convertible had room for no more than a hat and a handbag. This car introduced the new highly efficient Ingenium engines in both 6 and 8 cylinders. The F-Type R has a 5.0 litre supercharged V8. Sports car enthusiasts were pleased when the 6 cylinders version was given the option of six speed manual gearbox from 2016.



## (SUV )F Pace E Pace I Pace

With a growing worldwide trend of buyers moving away from traditional cars toward the high-riding sports utility vehicles, even prestige manufacturers moved into this class of vehicle.

Jaguar was no exception.

In 2015, the F-PACE was Jaguar's first venture into the SUV market. The vehicle is a medium sized, aluminium bodied SUV with a range of petrol and diesel engine options, and a variety of luxury standards.



A smaller SUV named E-PACE appeared in 2017. This vehicle is steel bodied and is available as all wheel or front wheel drive. There are a range of diesel and petrol engine options ranging from 2.0 litre.



The I-PACE all electric Jaguar SUV followed soon after. Among electric vehicle the I-PACE is renowned for its plush interior, spaciousness, speed and range. Of course, the vehicle has a full complement of modern technological features.





# A DAY IN THE COUNTRY

## October 23

Rotary



ROTARY:  
MAKING A  
DIFFERENCE



## CHARITY DAY AT PEAK CROSSING

Jaguar Drivers Club of Queensland members (restricted to 40 cars only) are invited to an "Invitation Only" Multi Marque Charity Day on Sunday 28th August 2022 at Peak Crossing. This event is hosted by the Fassifern Valley Rotary Club and the Brisbane Register of the Jaguar Drivers Club (E+F Type Register) of Qld and held on the private property of Neil and Jenny Summerson who generously open their property for this annual prestigious event.

All funds raised go to The Rotary Club of Fassifern Valley.

Join with other car enthusiasts to enjoy a unique range of vehicles ranging from vintage cars to inspirational machines in a relaxed private country setting with no general public participation.

The Rotary Club food van will be serving refreshments and a bbq lunch at reasonable prices. Your support of their efforts is greatly appreciated. Yes, the legendary lamingtons will again feature this year!

A coffee van will also be available along with the usual multi prize raffles (donated by the attending car clubs) and great live music by Allan Hilless and Richard Waterson.

Entry is restricted to 200 cars on a first come basis. An early reply ensures you don't miss out on this great event. Once we achieve 200 cars, we will go to a dated waitlist, so we look forward to your acceptance as soon as possible.

Entry fee at the gate will be a donation of at least \$30 per car with a chance to win a gate prize of a demonstrator vehicle for a weekend, supplied by Motorama.

In your email reply to your club coordinator

**Tony Nelson - eandftyperegister@gmail.com**

Please provide the following details:

- Mobile contact number on the day
- Manufacturer and model of vehicle in which you will attend
- Year of manufacture
- Body colour
- Registration number
- Names of all attendees
- Suburb you will leave from
- If the vehicle has a significant history, please give some details

Once your coordinator has confirmed by email you have successfully registered, expect an email around mid-August detailing address and timings etc.

**This will be a COVID safe event following all Government requirements. More details will follow in the mid-August email.**

**Please help us keep this event, now in its 11th year, exclusive by not disclosing date or details.**





# JDCQ DAY OUT

## *Visit Colin Galley's Car Collection*



The collection began with the purchase of the 1964 Jaguar S-Type Sedan back in 1982.

That particular car has been the subject of extensive restoration work over many years, but is now kept company by many other Jaguars along with several other marques. Over many years the collection has been added to significantly and continues to grow.

The collection has a strong focus on British vehicles, from the post World War 2 period, through to modern machinery, but interesting vehicles from other parts of the world also feature.

These vehicles are being preserved for the future, as a record of the huge advances in the motor industry from the post war years, through the heyday of the British motor industry during the fifties, sixties and beyond.

**Friday 18 November  
10am**

**1-2 hour visit**

**Morning tea available**

**RSVP 5pm**

**11 November to**

**Joy Cooper**

[joy.cooper@cooperation.com.au](mailto:joy.cooper@cooperation.com.au)

Address supplied by email  
to confirmed bookings.







JDCQ CLASSIC  
MONOCOQUE REGISTER

## Lunch Dates 2022



Wednesday 12 October  
Garden Centre, Warwick

Wednesday 9 November  
Bestbrook Resort, Maryvale

The arrangements will be to meet at the venue at 11.30 for 12 noon.

Buy off the menu for your own meals and drinks.

“we will be at all events—unless we let you know”.

A reminder is sent out a week before each advent.

Robin Todd 4664 8509



# You're Invited to Lunch

Chassis Based Register invites all members to join us for our monthly lunch.

Venue is normally Karalee Tavern and time is usually Noon on first Thursday of the month.

However, circumstances may alter date and/or venue, so if intending to go please contact me.

Lloyd Andersen on 32948960 or [lloyd1jaglover@iprimus.com.au](mailto:lloyd1jaglover@iprimus.com.au)

## BRISBANE REGISTER

# Christmas 2022

3 December , 11am. \$50 per person

Bellbowrie Tavern, 5 Birkin Rd, Bellbowrie

2 Free drinks each – Prize for best dressed – Prize for best table name  
Prize for best joke – Pub Quiz – Undercover Parking

### Entrees

DUCK SPRING ROLLS  
hoisin sauce, micro salad

SALT & PEPPER CALAMARI    
aioli & lemon

### MAINS

CRISPY SKINNED SALMON   
potato gratin, broccolini, lemon beurre blanc

CAMEMBERT STUFFED CHICKEN BREAST   
cranberry jus, witlof, potato gratin

### DESSERT

STICKY DATE PUDDING  
toffee sauce & salted caramel ice cream

CRANBERRY MAPLE & PECAN PUDDING  
vanilla bean coconut custard

### RSVP

12 November 2022

Emma Golder

[goodasgolder@gmail.com](mailto:goodasgolder@gmail.com)

Including dietary restrictions

Pay Brisbane Register

BSB 484799 ACC 506117953







# JAGUAR NATIONAL RALLY

## April 14 - 18, 2023



### PROGRAM OUTLINE

#### FRIDAY - 14

##### **1.00pm - 4.00pm Registration**

The Haus Restaurant, Walnut Room.  
Check-in, collect your rally bag and pre-ordered regalia.

##### **6.00pm. Welcome Cocktail Evening**

The Haus Restaurant

#### SATURDAY - 15

##### **Optional Local Tours/Events**

Selection required at time of registration, some options require payment with registration. Full details below to enable you to select the options of your choice when you register.

##### **Evening Meal**

Your choice - An opportunity for you to explore the local restaurants.

Check the vouchers in your rally bag for some options and suggestions.

#### SUNDAY - 16

##### **National Jaguar Rally Display Day**

The National Motor Museum, Shannon Street, Birdwood SA.  
On-site catering, plus local cafes and restaurants in the main street.

##### **6.00pm. Gala Dinner and Presentations**

Adelaide Hills Convention Centre  
145A Mount Barker Road Hahndorf

#### MONDAY—17

##### **Optional Local Tours/Events**

**6.00pm - Farewell Dinner**  
Haus Restaurant.

#### TUESDAY - 18

Optional state organised tours to get you home safe and sound.

### WELCOME

The Jaguar drivers Club of South Australia will be celebrating its 50th Anniversary in 2023. We are delighted to be able to incorporate the Jaguar National Rally 2023 into our celebrations. Our aim is to provide a very casual and affordable event where Jaguar club members from across Australia can come together and enjoy a relaxed occasion catching up with old friends, making new friends and celebrating the cars we love.



The Rally will be **located in Hahndorf, in the Adelaide Hills, South Australia.** Hahndorf, is classified as Australia's oldest surviving German settlement. People of all cultures and ages enjoy its charm and hospitality. There is so much to see and do in the surrounding beautiful Adelaide Hills.

There will be no officially organised traditional **Post Rally Tour**. However we are encouraging each state to organise their own "Pre and/or Post RallyTour" over a few days, either on the way to the rally or on the way home or maybe both. We anticipate that a local coordinator in your state will assist in this aspect of organisation. **Please contact your club for more information.**

During the course of the four days of the rally there will be a number of **Optional Local Tours/Events** on the Saturday and the Monday. At registration you will have the opportunity to select the tours/evnts of your choice. Some of the tours will require payment at the time of registration, others will be simply on a pay as you go basis.

**The Rally Base** will be located at the **Haus Conference and Events Centre**, incorporating, The Manna Haus and The Haus Restaurant. Located at 38a Main Street, Hahndorf, SA.

#### **ACCOMMODATION OPTIONS**

##### **1. The Manna Haus**

70 rooms of various configurations have been reserved with a two tier tariff of \$149 or \$179 per/night for 2 people, depending on your choice of room. Rooms will be held until 28th February 2023. Please contact The Manna Haus, to book your accommodation direct.

Ph. (08) 8388 1000 or book on-line using the **CODE:** .....

##### **2. The Adelaide Hills Convention Centre**

16 additional rooms have been reserved with a tariff of \$179 per/night. for two people. Located at 145A Mount Barker Road Hahndorf. Just a few kilometres from rally base. Rooms will be held until 28th February 2023.

Please contact The Adelaide Hills Convention Centre to book your accommodation direct. Ph. 1300 919 830

##### **3. Alternate Accommodation if you wish**

Hahndorf offers a huge range of alternate accommodation for those who wish to make their own accommodation arrangements.

**CONTACT: For any questions or addition information please contact the Jaguar Rally Director: Philip Prior Email: [philipprior@bigpond.com](mailto:philipprior@bigpond.com)**



## OPTIONAL LOCAL TOURS/EVENTS (Examples only at this stage)



### OPTION 1—Saturday or Monday or Both?

#### Description: Barossa Winery and Jaguar Museum Tour

Meeting at a selected location in Hahndorf at 9.00am.

Enjoy the magic of a drive through the famous Barossa Valley and visit some of its iconic wineries, mixed with a visit to the famous Lindner Jaguar Collection followed by lunch at a local Restaurant and the return drive to Hahndorf.

**Cost** will be PAYG . . . But registration will be required

**Limit to numbers** 50



### OPTION 2—Saturday or Monday or Both?

#### Description: Historic Steam Ranger Railway Journey

Meeting at a selected location in Hahndorf at 9.00am.

Journey from Mt Barker in the Adelaide Hills, up over the crest of the southern Mt Lofty Ranges, down to Strathalbyn and on through the coastal holiday towns of Goolwa and Port Elliot to the tourist resort town of Victor Harbor

**Cost** will be \$ . . . Paid at the time of your registration

**Limit to numbers** TBA



### OPTION 3—Saturday or Monday or Both?

#### Description: Southern Vales Tour

Meeting at a selected location in Hahndorf at 9.00am.

Share this enjoyable tour with fellow enthusiasts exploring the magnificent touring roads and scenery of the Southern Vales Region, its wineries and Restaurants

**Cost** will be PAYG . . . But registration will be required

**Limit to numbers** 50



### OPTION 4—Saturday or Monday? (Very tentative TBA)

#### Description: Sporting Event at The Bend Motor Sport Park

Details have yet to be determined. We are hoping to be arrange an event of some description that may even involve other Car Clubs to make this an affordable event.

**Cost** is yet to be determined and will be Required at time of Registration (No refund will be possible) or direct to The Bend depending on final arrangements

**Limit to numbers** TBA



### OPTION 5—Saturday or Monday?

#### Description: No Idea at this Stage

Details have yet to be determined. But we are hoping to arrange something a bit different.

**Cost** is yet to be determined and may be Required at time of Registration.

**Limit to numbers** 50

## REGISTRATION - (Registrations Close on February 28th 2023)

Registrations will be via the **JDCSA data base site, TidyHQ**. Some members will already have an account on this site from the 2018 National Rally in Adelaide. If you do not have an account please follow the prompts to set up your account and proceed to registration.

Before you proceed to registration please **select your optional tours from above** and please read the registration instructions carefully. **A Registration Fee is required for each person** and it is important to **register for each event for each person attend that event**. (This is important for catering purposes)

[REGISTER HERE](#)





The Tony®, Grammy®, Olivier and Pulitzer Prize winning musical arrives at the Lyric Theatre, QPAC this January for a strictly limited season.

**HAMILTON** is the story of America then, told by America now. This “theatrical landmark transformed theatre and the way we think about history.” (*The New York Times*)

Featuring a score that blends hip-hop, jazz, R&B and Broadway, **HAMILTON** has taken the story of American founding father **Alexander Hamilton** and created a revolutionary moment in theatre – a musical that has had a profound impact on culture, politics and education.

The *Sydney Morning Herald* hailed **HAMILTON** as “Thrillingly entertaining... It’s a level of excellence that runs like a river of gold through the writing.” And *Time Out Melbourne* said “Just extraordinary. For once you can believe the hype.”

The revolution is coming to Brisbane. Be there when it happens.

Lyric Theatre QPAC. 5/2/23. 6.30PM \$185 per head in Stalls. Normal price \$259-269 in Stalls.

RSVP Jeanette Lind [jeanettelind@bigpond.net.au](mailto:jeanettelind@bigpond.net.au)

Payment due 23 November to Brisbane Register BSB 484799 ACC 506117953