

**Queensland**

# **JAGUAR**



**Driver**

**January - February 2024**



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# Queensland Jaguar Driver January - February 2024

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



Hi Everyone,  
I hope you are all, by now, in the festive mood and looking forward to the Christmas holidays. I love Christmas, apart from the weather being all wrong, but I'm gradually getting use to it, it's only been 39 years, so I have to be patient. In this, earlier than usual, Jan/Feb issue I have repeated a couple of articles about Ron Gaudion, as a tribute to the wonderful man that he was. If you have read them before, they are well worth a second reading and if they are new to you, I'm sure you will enjoy. I have also included a small article and front cover photo, of Peter Shields taking a lovely young lady to her Formal, in his Mk 11 Jaguar. Our Darling Downs Register are very community spirited and when Charlotte's father, Naithan, reached out to us, through the JDCQ Facebook page, regarding the possible use of the Jaguar car featured, I sent a message to Kieran, who owned the car, and, also to Peter, who owned one similar. Kieran was unable to help, due to work commitments, but immediately telephoned Naithan, anyway, by which time Peter had also contacted Naithan and a meeting was set up. I believe our club should always be approachable to the community, and if owning a beautiful Jaguar vehicle can occasionally bring a moment of joy to a member of the community, well why not. That just leaves me now to wish you all, once again, a very merry Christmas, filled with love, laughter, food and drink, oh and chocolate, there must be chocolate. Travel safe, stay healthy and have fun, until next issue, your Editor, June xx

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### Vale Patron Ron Gaudion

Life member JDCQ,  
Founding member of Gold Coast Register,  
Jaguar mechanic on all three Le Mans winning D-Type teams



### Cover Picture

Peter Shields and Charlotte Williams  
beside Peter's Mark 11 in which he drove  
Charlotte to her School Formal



### Next Jaguar Driver Magazine.

Deadlines for  
Closing Date for Contributions 24 February 2024  
Classifieds Deadline 22 February 2024

### Life Members

Margaret Rowse	Ron & May Gaudion	Graham Hein	Loy Latimer
John & Monica Tupicoff	Peter & Michelle Drew	Colin Galley	Robin & Valerie Todd
Tony & Karen Herald	Ray & Gwen Howlett	Di Cooper	Peter Lehrke
Len & Joan Henderson	Barry & Joy Cooper	Jim & Maureen Reid	Paul & Josie Mittelheuser
Lloyd & Lorraine Andersen	Tom & Irene Ross		

# Jaguar Drivers' Club of Queensland Forthcoming Events

## DECEMBER 2023 - JANUARY 2024 EVENTS

### Brisbane Register

- Friday 26th January Australia Day 10am BYO Picnic under the trees at Fort Lytton, contact Neil Summerson or Joy Cooper
- Tuesday 20th February Annual Meeting Club Yeronga cnr Fairfield Rd and Kadumba Str Yeronga (dining & meeting) 7.30pm contact Joy Cooper

### Capricornia Register

- Sunday 20th January Outing to Awoonga Dam BYO morning tea and lunch

### Darling Downs Register

- Tuesday 8th January (not first tuesday) Darling Downs morning coffee at Aroma's High Street
- Sunday 11th January Annual history run details TBA

### Mackay - Whitsunday Register

- January 26th Australia Day 2024 Seafood lunch at Paul & Judy's home in Mirani Flyer to follow

### Sunshine Coast Register

- Saturday 20th January Crossover Register Lunch Murrumba Downs Tavern  
RSVP Stu stu12dozen@gmail.com
- Friday 26th January 2024 11.30am Australia Day at the Beach House (see flier in this issue)
- Saturday 17th February Crossover Register Lunch Murrumba Downs Tavern  
RSVP Stu stu12dozen@gmail.com
- Saturday 16th March Crossover Register Lunch Murrumba Do

### **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.

### **DISCLAIMER**

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**

# Jaguar Today



*President Di Cooper*

Happy New Year to all Members, hope 2024 will be a wonderful year for the Club and all Members.

I with Dale Dimmack travelled up to Bororen to celebrate the Capricornia Xmas Party, on 25th November. What a great week—end we all had, many thanks to John Large and his willing workers to make the trip up from the Gold Coast well worth while.

My official duties were to present the trophy for the female Member of the year, the Danielle Herald trophy which went to Marlene Millard. Marlene has been a tireless worker for the Register for many years, and the honour was well deserved. Tony Herald was on hand to present the trophy.

The Life Membership Award also was awarded to Franklin and Marie Smallcombe, Members of long standing, well done, they are both very involved in their Register.

It was great to see Members from Sunshine Coast, Wide-Bay Burnett and Gold Coast arrive to enjoy the festivities.

The A.G.M. for the Club was held on 20th November, and we now have a new Treasurer,

Barrie Fletton, thank you Barrie for taking on the position.

Thank you also to John Somerset who has held the position for several years and put in place a much simpler accounting method that assists the Registers. Happy retirement John.

After quite a few years without we now have Roger Wilkinson who has taken on the position of Club Historian. Roger was there at the start of the J.D.C.Q., was absent for a lot of years and has now rejoined us. With the 50th Anniversary of the Club coming up in 2025, if Members have information that they think Roger might be able to use, please get in touch.

I would once again thank your Committee for the hard work that goes on behind the scene, we work well together and they make my job as President much easier.

Hope to see you during 2024 when our “Cats” get to prowl..

Di Cooper, President.

# JDCQ Brisbane Register

On Saturday 25<sup>th</sup> November, the Brisbane Register of the Jaguar Drivers Club of Qld held their annual Christmas Luncheon. We tried a new venue this year, the Mt Gravatt Bowls club, where 54 members enjoyed a 2 course Christmas lunch and full bar service. A very enjoyable day was had by all, particularly catching up with a few members who couldn't attend many events during the year.

We were entertained by Neil Summerson and Jim Reid as co-emcees and Graham Heather as quizmaster. No difficult Jaguar questions (like Robin Todd's recent Monocoque Christmas lunch where questions like how many models there in the Monocoque are register confounded most), instead Graham challenged us with a few tricky ones like 'what day did the last tram run in Brisbane'. Jim spoke about his role as Almoner, updating us on a few members he has contacted.

After everyone was well fed, Neil and Jim presented a number of awards to members. Graham Heather was awarded the Fred Donges new member encouragement award. This is one of two perpetual awards and is presented to the Club's New Member of the Year who has demonstrated interest and involvement in activities during the year. It was first presented in 1996. Ian and Janette Lind and Jim Bowden and Lucy Saunders were awarded Badge of Merit awards for outstanding contribution to the activities of the Club. Each has given years of service to the committee, the activities, the promotion and to mentoring new members.

A number of service badges were also presented to members, including 20-, 30- and 40-year awards.

Everyone wished their fellow members and friends a safe and happy Christmas and New Year and we encourage all members to join us at Fort Lytton on Australia Day as the first activity on JDCQ Brisbane register 2024 calendar.

regards,  
Tim Wall



Clive Arnold being presented with 30 year badge



Jim Bowden and Lucy Saunders being presented with Badges of Merit



Graham Heather as Quizmaster



Graham Heather being presented with Fred Donges New Member Award

## NOTICE OF BRISBANE REGISTER ANNUAL MEETING

### DATE & TIME

20th February 2024 Tuesday 7pm for 7.30pm start

### VENUE

Club Yeronga, Meeting Room cnr Kadumba & Fairfield Rds Yeronga

### AGENDA

Minutes of previous Annual Meeting  
A/Chairman's Report  
Financial Report  
Election of Office Bearers and Committee Members  
General Business

### Contact

Neil Summerson 0419 273 296 or Joy Cooper 0419 732 091

*Please send apologies to [joy.cooper@cooperation.com.au](mailto:joy.cooper@cooperation.com.au)*

## Charlotte Williams Formal

On Friday November 17<sup>th</sup> 2023, Peter Shields set out to Laidley, to pick up Charlotte Williams and drive her, in his green Mark 11 Jaguar, to her Formal at Laidley High School. The car was a complete surprise to Charlotte, who found out when Peter turned up and they were introduced, she was apparently, very pleased and excited, and I'm sure Peter was delighted to be a part of this important day. The photos show a beautiful young lady, on the brink of starting a new part of her life, alongside a beautiful old Jaguar that has been around for nearly sixty years, and has been through a great deal of life. Well done, Peter, for volunteering your time, to make Charlotte's day a little more special. Charlotte, we wish you all the best in your future endeavours.



# Memoirs of driving an E Type in Queensland

By Ian Lind.

## Episode Two.

*Members may have forgotten my article in October November 2022 or was it November December 2022.*

### My apologies for taking so long to create Episode two.

**Below is the last paragraph of my first article to prick your memories, describing my exhilarating runs with the early morning E Type Register runs.**

"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. The wheels arrived from 'The Driven Man', a US company in Tennessee. Later I added Spiteri ventilated front discs, and a beautiful extractor set, also from Spiteri. All these extras I fitted myself with only a trolley jack and six stands. I would recommend also buying the small compact starter motor available these days which can be easily mounted. It is far lighter than the original heavy motor. Also lighten and re-balance your flywheel. If a layman like me can replace all these dated sixties originals, you can too, without spoiling the appearance of your car. All you need is time and patience. I neglect of course to mention that you also must be prepared to lie on concrete floors for a few hours each day. As well you must be double-jointed, and able to squeeze into narrow spaces. It is necessary to accept the fact that you will have permanently bruised knuckles and dirty fingernails. Long sleeved overalls, and a good service manual with a quality set of spanners and tools are essential items of course.

I miss those early morning runs, they were dangerous but exhilarating. I sold the E Type in 2015 to Martin and Kaye Wilson from the Tasmanian Jaguar Drivers Club, after owning it for 40 + years. Now I no longer have a Jaguar to do those runs and the 'old troopers' who used to come along seem to have become 'couch potatoes'. They don't like getting up early on cold mornings or taking their motors over 3000 revs per minute. A real 'bummer'. Now I just have my memories and photos and a fake Jaguar in the shape of an Alfa Romeo.

**Continued.**

### Comfort and Luxuries.

E Types are not renowned for comfort or luxuries particularly when compared to modern cars.

The seats of my model were the wide later version. They sagged a bit before I had them re-upholstered. However I think they were better in my 4.2 1966 series one model than the small vertical bucket seats in the 3.8 series one models. In that model you were forced to sit with a very straight back. And the flat floor reduced foot and leg room causing discomfort on long runs.

E Type Luxuries in my model were updated power assisted brakes, and a modern clutch pressure plate,( both more advanced and efficient than the series 1 E Type). The independent rear suspension was way ahead of other cars of the time. Heaters, demisters, electric wipers and washers, cigar lighters and radios were standard. Forward and backward manually adjusted seats were sufficient for a driver of average height, and the back of the seat in my model had





two back reclining settings enabled by two small rotating lugs. The series two models had many more luxuries such as air-conditioning, and power steering, but having never owned one of these, I can't claim to be an authority.

As far as ride and comfort was concerned, the relatively long wheel base made for a good ride even on undulating and rough roads over which our register often drove. In comparison my present Alfa is very uncomfortable on the same roads because of the short wheel base and harder suspension. The E type had firm suspension and good road holding ability with the adaptations I mentioned, but would have trouble keeping up with my Alfa on a tightly twisting road. On a long journey to Newcastle the E Type was much more comfortable than an identical trip I made in the Alfa. The visibility from the curved screen was always wonderful over that long bonnet hump. Through the back window of the fixed head coupe the visibility was also good, but it was not good through the small back window of my roadster with the hood erected. Most of the time my hood was down anyway so that was less important. Visibility in the blind spot of the E Type using the external mirrors with the roof erected, was better than the visibility of my present Land Rover Discovery Sport which has quite a blind spot for small low slung cars below the mirror.

### Speed and Acceleration.

When you compare my 4.2 E Type with the fuel injected, supercharged or turbocharged models of our present time, the E Type was not as fast in acceleration but had a comparable maximum speed. An E Type's acceleration does not compare to the acceleration of today's electric cars either. Last week my daughter drove me in her electric car to an ophthalmologist appointment on the north side of Brisbane. I had 'G force' contractions in my stomach with the acceleration. We were running ten minutes late on departure but despite traffic and traffic lights we arrived at the ophthalmologist appointment four minutes early, with 'said passenger' feeling a little whoosy.

However the E Type was a wonderful passing vehicle on narrow bitumen roads around Longreach, Emerald, Charleville and other outback towns where I worked for some years. Passing 'Road Trains' was no trouble when driving to Rockhampton or Brisbane to see my wife and first child. Sometimes these road-trains would be towing four trailers full of cattle to market, and sometimes only three. They were somewhat intimidating when sitting low and accelerating at speed in the E Type roadster. The wheels of the trailers were always higher than my head. The smell from a load of cattle, and the odd spray of bullock urine was not the most pleasant of experiences whilst passing.

I recall a memorable trip from Bundaberg to Longreach in 1984. I had been visiting my wife at her grandmother's house near the Burnett River in Bundaberg. After driving for five or six hours, I was getting tired, it was very hot and there were mirages which made it seem like there was water on the road ahead. The mirages always disappeared when that spot was reached. This Phenomenon is caused by the heat coming off heated bitumen and is a frequent sight when travelling out West. On this day however, I thought I saw an Elephant up



ahead and wondered whether I was hallucinating. However as I continued West on the flat country plains before the Bogantungan Ranges, the elephant mirage got larger and larger until it became quite obvious that I was seeing a real Elephant. Braking down to a slow fifteen kilometres an hour, I pulled up behind a flat-topped trailer with a circus sign on the back and a huge Indian Elephant standing sedately upon it. The animal was feeding happily on a bail of hay on the front of the trailer and seemed quite content to enjoy the hot breeze and hay. The name of the circus escapes me.

In our 'Wokey' modern world of course, you will never see a sight like this anymore, unless you go to Africa and see an African elephant in the wild. As a kid in Gympie I enjoyed feeding the Worthy Circus elephants with handfuls of grass when they came to town. They usually seemed well fed and relatively happy despite the heavy chains on their back leg.

However I have digressed from my subject of an E Type's speed and acceleration.

In summary, its acceleration was very satisfying when passing 'Road Trains' on Queensland outback highways.

### Mechanical Complexity.

I always found the E Type mechanicals relatively easy to work on.

The oil draining plug was accessible by just jacking up the car, the original oil filter was much easier to remove and replace once the attachment for a screw-on filter was fitted. (These were obtainable from Jaguar suppliers). Because of the large upward swinging bonnet it was also easy to get to the exposed motor within its tubular framework. Radiator refills, windscreen washing refills, oil refills through the camshaft cover, and the two power brake fluid reservoirs were easily accessible. The battery could be lifted out quickly after removing a couple of nuts and my 1966 model was negatively earthed.

The three SU carburettors would occasionally get out of synchronisation, but with patience could be tweaked and synchronised. The SU carburettors were not hard to dismantle once accelerator linkages, choke cables and air cleaners were disengaged and put aside. New jets were not hard to obtain and occasionally carburettor floats needed replacing as they would leak and sink. The air filter could be removed in five minutes and replaced in another four. Exhaust manifolds were always difficult to remove as the brass nuts would bind up and then be burred when spanners slipped. Exhaust gaskets often leaked but could be easily detected by the 'phit phit' sound of the leak. The original thermostatic fan which was basically a modified windscreen wiper motor was useless and needed to be replaced by a quality 'off the shelf' thermostatic fan. This required a modification so that it could be re-mounted

correctly in the shroud. Cables for the choke needed to be lubricated regularly as did the carburettor linkages.

Headlight bulbs were awkward to replace as the chrome trims and heavy glass farings had to be removed first, and if you dropped a faring and chipped or broke it, it was a very expensive article to replace. The bonnet was very difficult to align properly with the body after removal. With perseverance however it could be properly aligned with new rubbers and lock-down clips which were an improvement on the series one external locks.

I found the fan belts would often snap 12 to 18 months after I installed them. So I started replacing them annually. This could have been my own fault as I probably overtightened the alternator tensioner. In summary all these mechanicals and electrical can be completed by a layman. I used a manual for information, but nowadays *Mr Google* probably has the same information plus a lot of helpful hints.

Now for some photographs.

In the meantime keep driving your Jags whatever model you may have on our regular runs around South East Queensland and northern New South Wales.

Happy Driving

**THE JAGUAR XK140 IN THE SOUTHERN HEMISPHERE**  
By John Elmgreen and Terry McGrath

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

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

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

*The XK120 book is also still available.*

For more and to place an order, go to:  
[www.jtpublications.com.au](http://www.jtpublications.com.au)

# Library News with the Club Librarian Ray Hodges

The JDCQ Queensland Library has the following list of books, workshop manuals, DVD's & magazines. JDCQ members may borrow them free of charge for a month (\$5.00 deposit required for books, manuals & DVD's). Queensland Regional Register members and those who find it difficult to attend Brisbane or Gold Coast General Meetings can enquire about our mail order service which operates on a user pay basis.



A small cross section of books & DVDs are available at the Brisbane & Gold Coast meetings (about 7-10). If members require a particular book, DVD etc. please submit a request to borrow via our web site or contact the Librarian by phone: 3820 7681 or email: [library@jagqld.org.au](mailto:library@jagqld.org.au) and if available you will be able to collect it at the next meeting.

If you see a new book or DVD that would be of interest to Club members, please let the Librarian know as the Committee is always interested in expanding the library with quality books and DVD's. The Library is also happy to receive donations of material to share with other members.

Lists of current material in the library are printed each year in the January - February issues of Queensland JAGUAR Driver. Regular updates to the lists are also posted to our web site at [www.jagqld.org.au](http://www.jagqld.org.au) Log on, go to the Library and search for the material, then click on "Request this Book, DVD, Manual or Magazine".

## Brooklands Books

These books have been compiled as a handy reference work of material from the publishers of Autocar, Motor, Practical Motorist and other world leading motoring journals covering road tests and other stories.

Number	Title	Compiled By
BB01	Jaguar (SS) Cars 1937 - 1947	R. M. Clarke
BB02	Jaguar & SS Cars 1931 - 1951	R. M. Clarke
BB04	Jaguar Mk 2 1959 - 1969	R. M. Clarke
BB05	Daimler SP250 Sports V8 250 Saloon 1959 - 1969	R. M. Clarke
BB06	Jaguar Cars 1961 - 1964	R. M. Clarke
BB07	Jaguar XKE Collection No.1 1961 - 1974	R. M. Clarke
BB08	Jaguar XJ6 Series II 1973 - 1979	R. M. Clarke
BB09	Jaguar XJ6 & XJ12 1979 - 1985	R. M. Clarke
BB11	Jaguar XJS 1975 - 1988	R. M. Clarke
BB12	Jaguar E-Type 1961 - 1971	R. M. Clarke
BB13	Jaguar XK 120, 140 & 150 1948 - 1960	R. M. Clarke
BB14	Jaguar XJ6 1973 - 1980	R. M. Clarke
BB16	Jaguar Sports Cars (XK150) 1957 - 1960	R. M. Clarke
BB17	Jaguar Cars 1951 - 1953	R. M. Clarke
BB18	Jaguar E-Type 1966 - 1971	R. M. Clarke
BB19	Jaguar XJ6 1968 - 1972	R. M. Clarke
BB20	Jaguar E-type 1971 - 1975	R. M. Clarke
BB21	Jaguar XJ12 1972 - 1980	R. M. Clarke
BB22	Jaguar XJS 1975 - 1980	R. M. Clarke



## Jaguar Books

Number	Title	Author
GB001	Jaguar C-type, D-type & Lightweight E-type Register	Paul Skilleter
GB002	Saving Jaguar	John Egan
GB003	Jaguar New XK 2005-2014 The Essential Buyer's Guide	Nigel Thorley
GB004	You & Your Jaguar XK/XKR	Nigel Thorley
GB005	Jaguar Under The Southern Cross	Les Hughes
GB006	The Jaguar XK in Australia	Elmgreen & McGrath
GB007	Jaguar Sports Cars	Paul Skilleter

# Library News with the Club Librarian Ray Hodges

GB008	Jaguar - All the Cars (4th Edition)	Nigel Thorley
GB009	Jaguar - The History of a Great British Car	Andrew Whyte
GB010	The World's Fastest E-type Jaguar - The Quest for the Record	Phil Shephard
GB011	Jaguar XJ-S The Complete Story	James Taylor
GB012	Jaguar XK DIY Restoration & Maintenance	Bob Exelby
GB013	Jaguar - Illustrated Motor Car Legends	Roy Bacon
GB014	Climax in Coventry	W. Hassan & G. Robson
GB015	Jaguar A Biography	Lord Montagu of Beaulieu
GB016	Jaguar E-type Six Cylinder Originality Guide	Dr's Haddock & Mueller
GB017	E-type Jaguar Restoration Manual	David Barzilay
GB018	Jaguar XJR-9 Owners Workshop Manual 1985 - 1992	Michael Cotton
GB019	The Definitive Guide to Jaguar Saloons Bookazine	Kelsey Publishing
GB020	Factory-Original Jaguar MK1 & MK2	Nigel Thorley
GB021	Classic Engines, Modern Fuel - The Problems, The Solutions	Paul Ireland
GB022	XKD 603 'Through the Lens of Time' The Journey of a D-type Jaguar	Clive Beecham
GB023	Daimler Days Vol 3	Brian E. Smith
GB024	Jaguar Century	Giles Chapman
GB025	Jaguar from the Shop Floor 1949 - 1978	Brian James Martin
GB026	Jaguar in Motor Sport	Paul Sander
GB027	Jaguar XK150 Explored	Bernard Viart
GB028	TWR's Le Mans - Winning Jaguars	John Starkey
GB029	Max Hoffman - Million Dollar Middleman	Myles Kornblatt
GB030	Jaguar/Daimler XJ6 Restoration	Gordon Wright
GB031	The All-American Hero and Jaguar's Racing E-types	Phillip Bingham
GB032	Electric Cars - The expert Q & A guide	Peter Henshaw
GB033	Jaguar E-Type The Definitive History (First Edition)	Philip Porter
GB034	The Definitive Guide to the Jaguar E-Type	Sam Skelton
GB035	The Jaguar XK140 in the Southern Hemisphere	Elmgreen & McGrath
GB036	Jaguar XK8 The Authorised Biography (First Edition w/o XKR)	Philip Porter
GB037	Original Jaguar E-type	Malcolm McKay
GB038	Jaguar - 7th Edition	Lord Montagu of Beaulieu
GB039	Secrets of the Barn Find Hunter	Tom Cotter
GB040	Strictly No Admittance	Peter Wilson
GB041	The Jaguar XK120 in Competition	Dr. James Fraser
GB043	Famous Marques of Britain	Jonathon Wood
GB047	Sir William Lyons (The Official Biography)	P. Porter & P. Skilleter
GB057	Jaguar - The Classic Marque - Distinguishing Coachwork Features	Steve Kennedy
GB058	Jaguar - History of a Classic Marque	Philip Porter
GB066	Jaguar XJ6 Series 1, 2, & 3 - Haynes Restoration Manual	Dave Pollard
GB067	The Rise of Jaguar 1928 - 1950	Barrie Price
GB069	Jaguar Saloon Cars - 1st Edition	Paul Skilleter
GB072	Jaguar The Engineering Story	Jeff Daniels
GB073	How to Build & Power Tune SU Carburettors	Des Hammill
GB075	Race & Trackday Driving Techniques	David Hornsey
GB077	How to Power Tune Jaguar XK 3.4, 3.8 & 4.2 Engines	Des Hammill
GB079	Collectors Originality Guide: Jaguar E-Type (3rd Edition)	Philip Porter
GB080	Jaguar XK 140 / 150 in Detail	Anders Clausager
GB082	Jaguar Speed & Style (3rd Edition)	Martin Buckley
GB084	The Jaguar XK120 in the Southern Hemisphere	Elmgreen & McGrath
GB086	You & Your Jaguar XJ40	Nigel Thorley
GB087	Norman Dewis of Jaguar: developing the legend	Paul Skilleter
GB088	Ecurie Ecosse	Eric Dymock
GB089	Cat Out of the Bag! (Limited Edition No. 267 of 500)	Peter Wilson
GB092	Jaguar XK - A Celebration of Jaguars 1950's Classic	Nigel Thorley
GB093	E-type Jaguar DIY - Restoration & Maintenance	Chris Rooke
GB094	Jaguar E-type - Portrait of a Design Icon	Glen Smale

# Library News with the Club Librarian Ray Hodges

GB095	The Encyclopaedia of Classic Cars - 1945 to 1975	Martin Buckley
GB101	All About Jaguar Mascots	Paul Skilleter
GB105	All About The Jaguar E-type	Paul Skilleter Books
GB112	Jaguar Sports Racing & Works Competition Cars to 1953	Andrew Whyte
GB119	Jaguar - The Complete Illustrated History	Philip Porter
GB121	Jaguar Sports Racing Cars (C, D, XKSS, L/W & E-type)	Philip Porter
GB125	Jaguar XK8 The Authorised Biography (Revised - Including XKR)	Philip Porter
GB128	The Goodwood Revival (2008)	Andy Stansfield
GB130	Jaguar E-type: Fifty Years of a Design Icon	Jaguar
GB131	Ultimate E-type - The Competition Cars	Philip Porter
GB132	The Iconic E-type - Celebrating 50 years of the E-type Jaguar	Philip Porter
GB133	Jaguar E-type - The Definitive History (2nd Edition)	Philip Porter
GB134	Jaguar XK140 Explored	Bernard Viart
GB135	Jaguar XK8 & XKR 1996 - 2005 The Essential Buyers Guide	Nigel Thorley
GB136	XJ13 The Definitive Story of the Jaguar Le Mans Car	Paul Skilleter
GB137	Jaguar Mark 1 & 2 1955-1969 The Essential Buyers Guide	Nigel Thorley
GB138	Factory-Original Jaguar E-type	Anders Clausager
GB139	Original Jaguar XK - The Restorer's Guide	Philip Porter
GB140	Jaguar/Daimler XJ40 1986-1994 The Essential Buyers Guide	Peter Crespin
GB141	Jaguar/Daimler XJ 1994-2003 The Essential Buyers Guide	Peter Crespin
GB142	Jaguar XJ6, XJ8 & XJR 2003-2009 The Essential Buyers Guide	Nigel Thorley
GB143	Jaguar/Daimler XJ6, XJ12 & Sov.1968-1992 The Essential Buyers Guide	Peter Crespin
GB144	Jaguar XJ-S 1975-1996 The Essential Buyers Guide	Peter Crespin
GB145	Jaguar E-type 3.8 & 4.2 litre The Essential Buyers Guide	Peter Crespin
GB146	Jaguar E-type V12 5.3 litre The Essential Buyers Guide	Peter Crespin
GB147	Jaguar S-type 1999-2007 The Essential Buyers Guide	Nigel Thorley
GB148	Jaguar X-type 2001-2009 The Essential Buyers Guide	Nigel Thorley
GB149	Jaguar XK 120, 140 & 150 1948-1961 The Essential Buyers Guide	Nigel Thorley
GB150	Jaguar XK120 Explored	Bernard Viart
GB151	TWR & Jaguar's XJ-S	Allan Scott
GB153	The Iconic Jaguar XK	Philip Porter
GB154	Jewels in the Crown	Ray Hutton
GB155	SS & Jaguar Cars	Allan Crouch
GB156	The E-type Club - Driver's Handbook	Philip Porter
GB157	The International XK Club - Driver's Handbook	Philip Porter
GB158	WIN1 - Win Percy Biography	Spike Anderson

## Jaguar Workshop Manuals

WM01	Jaguar 3.4 & 3.8 'S' Models Service Manual	
WM02	Jaguar 3.8 Mark 10 Model Service Manual	2nd Edition
WM03	Jaguar 4.2 Mark 10 Service Manual + Supplementary info for 420G cars	
WM04	Jaguar E-Type Models 3.8 & 4.2 Series 1 & 2 Service Manual	
WM05	Jaguar Service Manual for All Models 1946 - 1948	
WM06	Owners Workshop Manual 1968-77 Jag/Daimler XJ6 Sov'n 2.8, 3.4 & 4.2	Kenneth Ball
WM07	SU Fuel Systems	
WM08	Experience in a Book - Help for XJ-S Owners Part 1 & 2	Kirby Palm
WM09	Jaguar 3.5 Mark 7 Operating, Maintenance & Service Handbook	
WM10	Jaguar 6 Cylinder Engine Overhaul 1948 - 1986	Jim Patten
WM11	Jaguar 420 Service Manual	Jaguar
WM13	Spare Parts Catalogue for Jaguar Mark 7 Models	
WM14	Service Manual for Jaguar Auto Transmission - Mark 7 + later models	Borg Warner Corp.
WM15	Spare Parts Catalogue for Jaguar Mark 10 Models	
WM18	Jaguar Service Manual for Mark 7 & XK120 Models	
WM19	Spare Parts Catalogue for Jaguar E-Type Grand Touring Models	



# Library News with the Club Librarian Ray Hodges

WM20	Spare Parts Catalogue for Jaguar Mark 8 Models	
WM21	Spare Parts Catalogue for Jaguar 420	
WM22	Jaguar XJ-S Driver's Handbook	
WM23	Spare Parts Catalogue for Jaguar 3.4 Models	
WM24	Owners Workshop Manual 1972-88 Jaguar XJ12, XJS & Daimler Dble Six	Peter G. Strasman
WM25	Workshop Manual Series No. 77 Jaguar 3.8 & 4.2 E-Type	
WM26	Jaguar Service Manual for Mark 5 - 2.5 & 3.5 Models	
WM27	Jaguar Service Manual for Mark 7, 8 & 9, XK 120, 140 & 150	with Auto Trans 1951 - 61
WM28	Jaguar Mark 2 Service Manual	Jaguar
WM29	Jaguar Service Manual for Jaguar Series 3 XJ - V6 & V12 Engines	
WM30	Jaguar XJ6 Daimler Sovereign Repair Operation Manual	Jaguar/Daimler
WM32	Jaguar XJ12 Series 2 Daimler Double Six 5.3 Repair Operation Manual	Jaguar/Daimler
WM33	Daimler 2.5L V8 Saloon including V8 250 Service Manual	Daimler
WM34	Owners Workshop Manual 1968-86 Jaguar XJ6 Series 1,2 & 3+Daim Sov	J. Haynes/ P. Strasman
WM35	Jaguar Mark 10 Model Service Manual	
WM36	Jaguar Workshop Manual for 2.4, 3.4 Mk 1 & 2, 3.8 Mk2 with Auto Trans	1956 - 61
WM37	Jaguar Service Manual for Daimler 2.5 V8 Saloon Auto Trans Model 35	
WM38	Jaguar XJ6 2.9 - 3.6L Service Manual - Vol 1, 2, 3, 4 & 5	
WM39	Jaguar XJ6 Series 1 Parts Catalog (2.8L & 4.2L)	
WM40	Jaguar V12 Series 3 E-Type Repair Operation Manual	Jaguar
WM41	The Complete Official Jaguar "E" Handbook, Workshop & Tuning Manual	Robert Bentley, Inc
WM42	Jaguar Series 3 E-Type (open 2-seater) Parts Catalogue	Jaguar
WM43	Jaguar Series 3 E-Type (2+2 FHC) Parts Catalogue	Jaguar
WM44	Jaguar XJ6 Owner's Workshop Manual	Autobook 799
WM45	Jaguar Mark 1, 2 Owner's Workshop Manual	Autobook 795
WM46	Jaguar E-Type Owner's Workshop Manual	Autobook 758
WM47	Jaguar S Type, 420 Owner's Workshop Manual	Autobook 703
WM48	Jaguar XK120, 140, 150 Mark 7, 8 & 9 Owners Workshop Manual	Autobook 702
WM49	The Jaguar Mark IV Tool Kit Manual 1945-49	Roger Payne

## DVD's

DVD01	Goodwood Revival Meeting 2003
DVD02	Goodwood Revival Meeting 2004
DVD03	Goodwood Revival Meeting 2016
DVD04	JDCWA National Rally 36th
DVD05	Goodwood Revival Meeting 2008
DVD06	A Car is Reborn - 1965 Jaguar Series 1 E-Type Roadster
DVD07	Goodwood Revival Meeting 2009
DVD08	Jaguar at Le Mans 1954 - 1958
DVD09	Best of British - Jaguar
DVD10	Jaguar - The E-type Experience
DVD11	The Dawn of a new era - James Hardie 1000 - XJS Win John Goss
DVD12	The Champions Series - Stirling Moss - Jaguar Interview
DVD13	Marque of a Legend
DVD14	The Jaguar V12 Archive
DVD15	The Champions Series - Fangio interviewed by Stirling Moss
DVD16	Lofty - In his own Words
DVD17	Jaguars at Le Mans 1954/55 & 1956/57
DVD18	Jaguars at Le Mans 1958
DVD19	Jaguar The Birth of the Legend 1929 - 1959
DVD20	Jaguar D Type at Le Mans 1955 - 56 - 57 (Revised 3/11/19)
DVD21	Jaguar - The Racing History
DVD22	Jaguar MK2 - Building a Legend
DVD23	Goodwood Revival Meeting 2010
DVD24	The 200 mph Jaguar (XJ220)
DVD25	Billion Dollars at the Beach (Pebble Beach 2010)
DVD26	Goodwood Revival Meeting 2011



# Library News with the Club Librarian Ray Hodges

DVD27	SENNA No Fear. No Limits. No Equal.	
DVD28	Sideways in a D-type! XKD-505 at the 2002 Goodwood Revival	
DVD29	Jaguars at Noosa Hill Climb 2011, Lakeside 2011 & Nat.Rally 2010	
DVD30	Goodwood Revival Meeting 2012	
DVD31	A Gentleman's Motor Racing Diary - Vol1 1953 - 55	Compiled in 2006
DVD32	A Gentleman's Motor Racing Diary - Vol2 1955 - 57	Compiled in 2006
DVD33	A Gentleman's Motor Racing Diary - Vol3 1958 - 59	Compiled in 2006
DVD34	A Gentleman's Motor Racing Diary - Vol4 1959 - 63	Compiled in 2006
DVD35	A Gentleman's Motor Racing Diary - Vol5 1964 - 73	Compiled in 2006
DVD36	Goodwood Revival Meeting 2013	
DVD37	Goodwood Revival Meeting 2014	
DVD38	Goodwood Revival Meeting 2015	
DVD39	Making of 6 E-type Light Weights (from TV) in 2015	
DVD40	JDCA National Rally 1985 at Wollongong, NSW	
DVD41	OTP - Jaguar E-type Series 1, 2 & 3 1961 - 1974	Jaguar Heritage
DVD42	OTP - Jaguar XK120, 140, 150, C-type, D-type & XK-SS 1948 - 1961	Jaguar Heritage
DVD43	Norman Dewis - A Tribute - In His Own Words	Jaguar Heritage Trust

## Jaguar Magazines

Jaguar World  
 Jaguar Enthusiast (Club)  
 XK Gazette (Club)  
 E-type Club  
 Classic Jaguar



Monthly  
 Monthly  
 Monthly  
 Monthly  
 Bi-Monthly

# Membership News with Stu Gross

Hello JDCQ Members,

The Club would like to welcome the following new members who have joined since the November/December issue of the "Queensland Jaguar Driver" was published.

- John Pollard (*Brisbane*)
- David & Sharyn Allen (*Gold Coast*)
- Roger & Christine Wilkinson (*Brisbane*)
- Mervyn & Judith Butler (*Darling Downs*)
- Greg & Wendy Watford (*Sunshine Coast*)
- Peter & June Blonk (*Sunshine Coast*)
- Robert & Elizabeth Battle (*Brisbane*)
- Paul & Patricia Nuss (*Brisbane*)
- Haydn & Lesley Kemmery (*Brisbane*)



JDCQ currently has 445 members.

Cheers,  
 Stu Gross  
[membership@jagqld.org.au](mailto:membership@jagqld.org.au)

# PAINT AND PANEL

By Mark Thompson - JDCQ DD

Over the past three issues, I've covered polish, pads and polisher types. Using the correct combination to correct a given defect is paramount, not only to achieve the best result, but also to not cause further damage. Knowing the limitation of product and tools is just as important as determining the extent of the damage.

Determining paint type is the first step. Is it a solid or clear over base (COB), that is clear coat over a colour? Metallics and pearl colours are always COB. Newer cars even solid whites and reds are COB.



The depth of the damage will then determine the method of repair. Any damage that is limited to the thickness of the clear coat, or in case of solid colours whereby colour remains throughout the damage, can all be buffed and then polished. The process to remove defects always involves the removal of paint. Remember in a previous article I spoke about paint thickness, which can be as little as the thickness of a human hair. It's very easy to buff through the clear leaving exposed colour, or worse primer. Either way a respray is the only remedy.

Modern polyurethane coats leave a small degree of orange peel. This can be an excellent guide once it's buffed smooth though it's a polish away from being burnt through.

Anything that catches your fingernail cannot be buffed out, this includes coarse paint chips. On the flip side any defect that disappears when wet is a candidate for paint correction process. Scratches around door handles

can be a mixed bag. Some will buff out some won't which will require a paint touch up.

Cloudy solid colours (those that are not COB) or peeling clear coats are examples of oxidised paint and cannot be buffed out. I say this with reservation as solids depending on paint thickness can be rejuvenated albeit leaving the paint a little thinner. Why do clear coats peel? Over time weathering, polishing and washing removes clear coat thickness. This allows the sun to penetrate the weakened clear to destabilise the colour thus allowing the clear to delaminate.

Determining paint thickness can be problematic. But it's the basis for determining correction methods. A paint thickness gauge comes in a variety of forms both electronic and mechanical. Both read the thickness of the coating but can't differentiate the thickness of the layers. A reading of an exterior panel and under the bonnet can indicate to some extent the thickness of a clear coat.

Using the least invasive method is the best approach eg try polishing before buffing. Remember that any buffing also then requires polishing and waxing, and or a paint sealant reapplied.

Hope you are enjoying these articles, in the meantime, keep it straight and shiny.

Mark





Wrest Point Casino



Friday Night Welcome



Parliament Lawns



Tasman Room

Sat. Night Function



The West Coast Railway



Gordon River Cruise



Strahan



The Wilderness Wall



## NATIONAL RALLY 2024

### TASSIE TEMPTATION

Celebrating 50 Years of the Jaguar Car Club of Tasmania



[www.jagtas.org.au](http://www.jagtas.org.au)

## 2024 JAGUAR NATIONAL RALLY PROGRAM

Thurs. 11th April  
Early Arrivals at Rally HQ  
Wrest Point Casino

Friday 12th April  
Registration  
Welcome BBQ

Sat 13th April  
Display Parliament Lawns  
Salamanca Market etc.  
Themed Dinner

Sunday 14th April  
Sporting Event  
Baskerville  
Alternate Event

Monday 15th April  
Peppermint Bay Cruise or  
Peninsula Tour  
Presentation Dinner

## ACCOMMODATION OPTIONS



Wrest Point Casino



Strahan Village



Compete at Baskerville  
Raceway



Tues. 16th April  
Depart Hobart  
The Wilderness Wall  
Arrive Strahan Village  
Welcome Seafood Buffet

Wed. 17th April  
Gordon River Cruise  
8 am - 2.30 pm with  
buffet lunch inc.

Thurs. 18th April  
Wilderness Railway  
8.30 am - 1.30 pm

Friday 19th April  
Free to explore  
Farewell seafood buffet

Saturday 20th April  
Depart Strahan for home  
or extra touring



I will be pleased to coordinate and assist those members by travelling in convoy with Members who are wishing to go to the Tasmania Nationals in April 2024.

Below is the itinerary for leaving from the Brisbane area.

As it is the school holidays during the travel period, I suggest Members travelling should book the Spirit of Tasmania ferry and accommodation, as soon as possible. If Members wish to be part of the convoy, then they should look at booking accommodation near the bookings that I have made so that we can travel together each day and we can support each other in the convoy.

We are leaving early on the Thursday 4th April and traveling between 430km and 540km per day.

We arrive in Tasmania on the Monday the 8th which is 4 nights before the rally starts.

Our schedule is the following;

***4th April, Brisbane to Port Macquarie.***

Ocean Breeze Motel, 24 Burrawan Street. Travel distance 540km approx.

***5th April, Port Macquarie to Campbelltown.***

Maclin Lodge Motel, 38 Queen Street.

Travel distance 430km.

***6th April, Campbelltown to Albury.***

Albury City Motel, 729 Young Street.

Travel distance 500km.

***7th April, Albury to Geelong to board the ferry at 4:45 pm ( sails 6:45pm)***

Overnight sailing which arrives in Devonport on Monday Morning.

Travel distance to Geelong is 386km.

***8th April Devonport to Bicheno.***

Up the back Holiday Home, 148 Tasman Hwy, Bicheno.

***9th April, Bicheno to Taranna (Port Arthur Area).***

Four Seasons Waterfront Villas, 5732 Arthur Highway, Taranna for 2 nights.

***11th April, (Thursday) Taranna to Rally Headquarters at Wrest Point Hobart.***

We are at Wrest Point for 5 Nights, before the start of the Post Rally Tour.

The post rally tour starts on 16 April and runs until the morning of the 20th April.

After completion of the post rally tour we intend to stay 7 more nights in Tasmania to recuperate and service our car and we have booked the return sailing on Saturday 27th for the late overnight sail (23:30) so that we arrive in Geelong (9:30) on Sunday so as not to have the Monday traffic issues.

I will produce an impromptu rally for those seven days so that those people wishing to tour a little of Tasmania, can join us if they wish.

So important dates to book IMMEDIATELY if intending to go is the night ferry on the Sunday 7th and the return ferry on Saturday the 27th.

All the bookings we have made are cancellable with full refund and we suggest Members consider travel insurance in these uncertain times.

We are traveling in our 1939 SS jaguar so the days will be relatively low speed and we intend to stop for morning tea, lunch and sometimes afternoon tea.

If others wish to join us anywhere along the rally, then they are most welcome and of course anyone wishing to travel slightly slower or faster can do so and we will coordinate with them for part of the trip. Accommodation will probably not be available at many of the motels we have booked as we found it averagely difficult to find accommodation in the locations that we have identified above and therefore we suggest that you stay in a motel close by, if you can.

I will schedule and advise the return details from the rally in the coming weeks but accept that most people may have alternative thoughts on the return from the rally.

My intended stops for the return are the same locations that we used on the way down, arriving home on Wednesday, 1 May.

As I am overseas at the moment, but often have very good email, I would suggest that people contact me by email only and then I can keep them in the loop with regards to any questions they may have.

Regards Rod

from Rod Greasley [rgre9377@bigpond.net.au](mailto:rgre9377@bigpond.net.au)

## Happy New Year for 2024

### Historic or Special purpose registration.

Finally, the 30-year requirement for this registration has crept over the majority of the XJ40 cars. If you have one of these with the battery in the engine bay then definitely qualifies as these were produced until 1992. The later ones with the battery in the boot were produced from mid-1992 until mid-1994 so if you do have one of these it will definitely qualify in June 2024. Also, the very earliest X300 cars will qualify by the end of the year

This special purpose registration is currently \$245.50 which is a great saving compared to the current \$1003.45 for a 6 cylinder on full registration and a whopping \$1370.30 for a V12 as in XJS and XJ12 vehicles.

### Trickey radio

I gave up on the original Alpine/Jaguar radio fitted to my X300 as it had developed a mind of its own and would not tune or allow volume control and it was becoming a "health hazard", at least that was the description by youngest son when visiting from Melbourne and borrowing the car. It was certainly behaving in a very distracting manner.

Enquiries for a replacement Alpine/Jaguar radio were met with much laughter and appears that these particular radios are noted for failures and nobody repairs them

I replaced it with a "Pioneer" radio and matched the wiring etc. and now had a radio that did not misbehave. In conjunction with this I made sure that the pioneer radio was sending the correct signal to the electric aerial to extend and retract.

Recently the aerial decided it was not going to do its "thing". Muttering the usual curses, I remove the boot side panels to access the aerial as that sort of behaviour is not uncommon. However, when testing with my trusty multimeter I found there was no signal coming from the radio and I was able to prove the aerial OK by creating a signal using another battery.

When I attacked the radio, I noted that it was in some sort of display mode. I pushed the button to select FM/AM and then heard the rumbling of the aerial motor being activated. and extended. When I de-selected the AM/FM system the aerial retracted. It appears that this Pioneer will only put the aerial up when needed. You learn something every day!

### Anti-theft devices for old Jaguars

As the value increases on our older Jaguars like the Mk2s which are worth \$50k+ and E types \$100k+ it makes sense to consider installing systems to stop them being easily stolen even if the thieves manage to get hold of the keys. By the way I checked the internet for these prices which are really conservative against what is being asked.

The one critical area which applies to all Jaguars is the electric fuel pump. Without a fuel pump an early

carburetted car may start on what is in the carby float bowl but it won't go far. (maybe 50 metres?). On a fuel injected car like a Series 3 XJ 6/12 it won't start at all.

Putting a hidden switch in the wire supplying electricity to the fuel pump is a relatively easy modification to most Jaguars. The best place to do this is in the boot of the car. On MK1, MK2 and E types with only a single pump it is easy to install a switch in the wire supplying power to the single fuel pump.

However, the old S type 420, Mk10, 420G and XJ6 series 1 and 2 all have dual tanks with individual pumps working for each tank so if you do go down this route you will need two switches.

### Fault finding

A friend of mine has a 1956 Rolls Royce(RR) Silver Cloud. In previous articles I have mentioned that RR did some funny things in their cars when compared to contemporary vehicles.

I received an SOS from my friend as he had a major problem with his car's turning indicators which had ceased to function. He had already spent a number of hours chasing the fault

He did have a very hazy and difficult to read wiring diagram but the symptoms he described would have led one to believe there was a major disaster in the electrical system.

I was able to establish that there were two completely different systems for the turn signalling. One for the left-hand side and another for the right-hand side. Along with this there was a relay system involved for each side which was driven by its own standard bi-metallic turn signal flasher which is used on standard cars. That's the one you hear clicking.

When I was an apprentice radio technician, I was taught to look for the basic problems before launching into more exotic fault finding. Eg. on a receiver are all of the valves hot and glowing. Many times, the fault is just a blown valve filament.

On the RR I decided to first check that all the turn indicator bulbs were working. Surprise, surprise the left front was blown. After digging around for a spare the bulb was replaced and the left-hand side was now flashing.

The right-hand side was simple. When the right side was selected the front and rear indicators came on but did not flash. The flasher unit was unserviceable and after replacing it with a new one it performed correctly.

It was just sheer coincidence that both faults reared their heads at the same time.

### From the archives. This is from 2005

#### Battery woes

Rattling home from work in the aerodrome Hyundai I pulled into a service station for fuel. I went to start up and the battery just died. I had only covered 3 kilometres from work where it had started with no sign of hesitation but now it was totally unserviceable. It was also late and overcast and raining lightly.

I pushed the dead car away from the fuel bowsers and into a slot adjacent to the tyre/water service area common to most modern service stations. I then approached the service station to see if I could purchase a new battery. They did not carry them in stock as they explained there were two outlets within 100 metres which sold batteries except at 6.30 PM in the evening they were shut.

When I returned to the car, I noticed a young chap checking his tyres in the adjacent bay. I asked him if he was willing to allow me to jumper start my car from his car. It rapidly became obvious that English was not his first language and he had never heard of jumper starting and started to apologise that he did not know what I meant. I produced a set of jumper leads which dwell in the Hyundai for recalcitrant old Jaguars and showed him what it was about. He was willing if no harm came to his car.

I educationally took him through the system of attaching positive to positive and negative to negative and finally started the Hyundai. He was genuinely very interested and said that he had never seen it done before. His final query was where could he buy a set of jumper leads. I offered to give him the set I had just used which he refused. He was most interested in buying a set-in case he ever had a flat battery. With a thank you and a hand shake we parted but it left me wondering in what sort of vacuum are young people operating their motor vehicles when he had no concept of such a basic technique. Are our modern cars with 5-year warranties and automobile club roadside assistance wiping out the need for youth to be self-sufficient in breakdowns or roadside repairs.

Until next issue— safe Jaguaring



## JAG WAGS CORNER

### Spiced ginger cookies

25m prep      18m cook      makes 40  
recipe by Claire Brookman (varied by Wendy Gross)      117 calories per serve

170g butter, softened  
1 1/4 cups firmly packed brown sugar  
1 egg  
1/4 cup golden syrup  
2 cups plain flour  
2 tsp bicarbonate of soda  
2 tsp ground ginger  
1 tsp ground cinnamon  
1/2 cup sliced Buderim Naked ginger



#### Step 1

Preheat oven to 170C/150C fan-forced. Line 2 large baking trays with baking paper.

#### Step 2

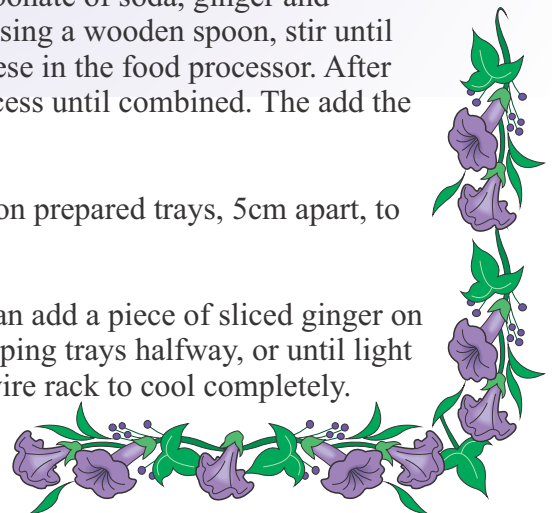
Using an electric mixer, beat butter and sugar until light and fluffy. Add egg and golden syrup. Beat until combined. Sift flour, bicarbonate of soda, ginger and cinnamon over butter mixture. Add sliced ginger. Using a wooden spoon, stir until combined and a soft dough forms. ( I have made these in the food processor. After the butter and sugar is creamy, add the egg and process until combined. Then add the other ingredients and pulse until combined.)

#### Step 3

Roll level tablespoons of mixture into balls.. Place on prepared trays, 5cm apart, to allow room for spreading.

#### Step 4

Using the palm of your hand, flatten slightly. You can add a piece of sliced ginger on top for decoration. Bake for 15 to 18 minutes, swapping trays halfway, or until light golden. Cool on trays for 5 minutes. Transfer to a wire rack to cool completely.  
Serve



# JDCQ Gold Coast Register

## *Brunch at Cafe 2 Coomera*



## *Lunch at Harbourvue Café Coomera*



## *Currumbin Creek Picnic and Bowls Game*



# JDCQ Gold Coast Register

## *Lunch at the Shearers Arms Ormeau*



## *Christmas Party*



# JDCQ Modern Compact Register

## *October/November Lunches*

The October modern Compact lunch was very exciting for two reasons. When we arrived, we found that Anita and Frank had created a coffee/tea station for us, not only coffee and tea but cakes as well, it was a lovely surprise, we no longer need to go to the café in Marburg for coffee and cake after lunch. Thank you, Anita and Frank, we love that we have the means to make coffee now, but, much as we appreciate it, the freebies have to stop. The other exciting thing was the arrival of 150 Harley Davidson Motor bikes, the sound was terrific as they roared up the street to park outside the front of the pub and in the carpark, wherever they could find space, they were a great crowd and very friendly.

The November lunch was our Christmas break up lunch, with twenty four members attending, it was still a noisy affair, even without the motorbikes. Door prizes won by Linda, Patrice and Barbara.

Leftover lollies were passed on to bar and kitchen staff to enjoy, once Frank had taken his favourites out. We absolutely love Anita & Frank and all staff at the Bottletree Pub, Glamorgan Vale, and look forward to continuing our monthly lunches next year, as we have for the last five years



# JDCQ Mackay Whitsunday Register

Lyn Wolzak

Wow where has this year gone, and what a wonderful year we have had.

All events were well attended, fun and we even got to drive our cars to some. We started our year at Andy and Sarah's for Australia day. Lunch was in keeping with the day. Next was a shed visit by invitation from the Vintage Motor Car club of Mackay to experience some beautifully restored vehicles' from early 1900's. Definitely an education on early machinery and even a drive in some. This was followed by lunch at Walkerston.

Next was Christmas in July at Cape Hillsborough which saw members from Brisbane and the Sunshine Coast joining us along with members from the Townsville Jaguar club. We did get to see the kangaroo's on the beach at sunrise and enjoy a Christmas lunch complete with desserts.

Next was a high tea at Mt Ossa which is always a culinary overload.

A big thank you to Bruce and Tony for organising the next event, a drive up the valley to end with lunch at Finch Hatton.

Easter in October at Hydeaway Bay. Our hosts Warwick and Sue welcomed everyone for a wonderful weekend with as usual way to much food and bebies' consumed but looking forward to next year.

Tonny joined Townsville Jaguar club at Donnington airpark for an outing and Warwick joined them in Brandon for a tour of vintage machinery.

Our Christmas lunch is fully booked at Eungella for the 2<sup>nd</sup> December and expectations are for an enjoyable day with great company.

**Next event is Australia Day 2024 at Paul and Judy's home in Mirani for a seafood lunch.**

**Flyer coming for our members when details are finalised.**



**Enjoy the festive season and drive safe**

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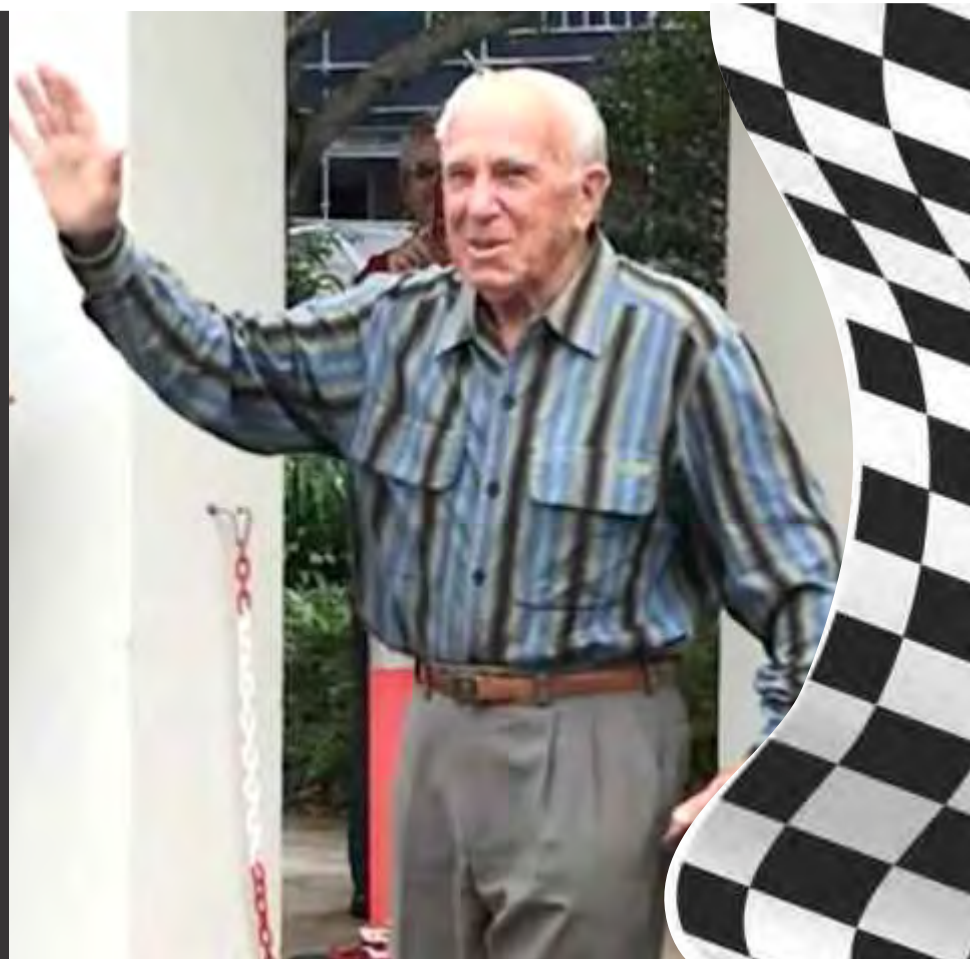
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# Vale Patron Ron Gaudion



It is with great sadness I acknowledge the passing of Ron Gaudion on 29th October, 2023. Ron was the Club Patron, a Life Member, and I was privileged to call him my good Friend. Ron with the love of his life May joined the Qld. Club in 1985, Membership No. 1193. He became a Life Member in 1997 and Club Patron in April 2017.

Ron along with Les Hughes, Peter Lehrke and Beno Groothoff formed the Gold Coast Register of the Qld. Club in 1988.

My late husband Terry and myself met Ron and May in Charters Towers in 1989, when they were touring the Queensland bush with friends from Coventry. Ron saw our XJS V12 and said he liked Jaguars. Little did we know until a few years later that we had indeed had a legend in our midst. Ron was never one to promote his exploits, and most of his stories were told by others.

Over the years I have been associated with the Gold Coast Register I have attended many events organised by Ron. None of us will forget our first outing each year was Ron's Breakfast Run, and if per chance you couldn't attend, you would need a good excuse! Ron was a member of our Committee standing down at the end of 2021 when he resigned to look after his beloved May.

Ron was a gentleman, a Legend in his own lifetime and with his passing a significant era for Jaguar has ended.

Many a glass of scotch will be drunk as Ron continues his journey, and many friends will welcome him with great drives and stories about Jaguars.

Rest in Peace my Friend.

Di Cooper,

President, J.D.C.Q

by Ron Gaudion

After completing a five year Engineering Apprenticeship, (Turner & Fitter/Toolmaker). With my interest in the motor car, I signed on a two year, two nights a week, Automotive Engineering Course, at RMIT, (Royal Melbourne Institute of Technology) I then decided that I needed more experience in this field, so I thought the UK would be a good start.

After a six week cruise on the S.S. Oronsay, I found myself in February 1955, in Coventry, the home of the motor industry. So, on the Tuesday, I started looking for a job, over the next few days I approached, BMC, Rootes Group, Standard Motor Co. Crossley, no vacancies, so I thought OK try the motorcycle manufacturers, B.S.A, Norton, Triumph, same reply, nothing available. On the following Monday morning I approached Jaguar, the Personnel Manager said "sorry nothing available". So, Tuesday morning I visited the Coventry Government Employment Office, the guy behind the counter asked "Can I help you?" I told him I was seeking employment in the motor industry. He said, "Yes we have vacancies in the following, Gas Welders, Fitters, Body Builders, Auto Electricians, and Tool Makers, which job would you like to apply for?" I told him the Tool Makers job, so he started filling in a form. I said, "By the way, which company is it?" He replied, "Jaguar". I told him that I had been there yesterday and the Personnel Manager told me there were no vacancies. His reply was, "You take this form and I guarantee they have vacancies for up to twenty.

After a bite to eat, I returned to Jaguar, On entering the Employment Office, the Personnel Manager obviously remembered me from the day before, and before I had a chance to speak, he said, "I told you yesterday, no jobs". I passed over the paperwork, he pushed back his chair, went beetroot red and said "I'm terribly sorry, a memo came across my desk late Friday afternoon, I haven't had time to read it properly, I don't know anything about it, some new project. Go up the hall, second door on the left and see Tyril Smith, he is the Engineer handling recruitments".

So, On entering Tyril Smith's office, I noticed a large black and white framed picture on the wall behind his desk, it was of a young fellow in racing leathers, standing in front of a dirt track bike, with a wreath around his neck and holding a very large cup. On his desk, typical engineer, was the odd blue print laying about, a camshaft & conrod, but the first thing to catch my eye was a very large piston with a valve imbedded firmly in the crown with the stem curled into a loop. Now, as it happens, my two brothers and I followed speedway in Melbourne, and I knew that the top riders were riding bikes with J.A.P. single cylinder engines, so I started the conversation with "Looks like someone had fun with this lot". "Yes", said Tyril, "me, at 8000rpm, gave me a hell of a fright". Then for the next twenty minutes we discussed speedway. It turned out the picture was of him, after winning the British Championship.

He then asked, "What can I do for you". I showed him the paperwork, and he informed me that it was a new project to build 100 special sportscars, and that I was first on the block. He asked me when I could start, I said, "Next Monday, if you like". He said, "What's wrong with tomorrow", (Wednesday) I said, "It's ok with me". So, he told me to be there at 8.30am, with my toolbox and overalls, and he would introduce me to Phil Weaver, the Superintendent running the programme. The next morning he said to follow him and he proceeded to wind through the main factory, with MK 7's being assembled on one line and XK 140's on another. We then went over a lane into

the experimental department, where Phil was waiting to meet me, after the introductions Tyril Smith left us to it. Phil asked whether I could read a blue print and use a marking out table, I told him I could, and with that he took me over to a bench with a pile of blue prints. On the wall was a sketch of a sportscar ( D Type in the making) and a drawing of a sub-frame, Phil explained to me that the new design was called a Monocoque, no chassis but a sub-frame to hold the engine and gear box, and the front end equipment, plus radiator and bonnet. The sub-frame would be bolted to the front of the centre section, called the 'Tub', of stressed aluminium sheeting, called a Monocoque, and the rear suspension bolted on via trailing links, to the back of the 'Tub', plus the tail section riveted on to the body of the 'Tub'. My first job was to make, in 1/8" mild steel, patterns of the sub-frame sections, ( approximately, 47 items), in batches of ten. Phil would then have them case hardened, then pass them on to others to mass produce the various tubing, gusset plates, etc for 100 vehicles.

The next job was, as sub-frames became available various components would arrive, plus a tub or two and assembly began.

Moving on to the month of May, some five cars had been assembled then moved next door to the competition shop to have engine & gearbox fitted, brakes bled, instruments and pedals fitted, and the steering wheel. Then Norman Dewis, the test driver, would take them to nearby Lindley, a test track, to be 'sorted', then into the paint shop. Towards the end of May, Phil approached me, telling me they had entered a team of three cars in the 24 hour endurance race at Le Mans, in late June, and seven cars in all needed to be readied, consisting of three works cars, plus a spare, one for Briggs Cunningham from U.S.A, one for a Belgium entrant, and one for a French entrant. The first five were to become 'Long Nosed' models and the remaining two, production versions. However, the problem was, that his 'works' mechanics were still working on #4 and #5, and would not have the others ready in time, so, therefore could I pick one of the others and myself, come into the comp shop and finish off #6.

I chose Roy Cole who had been purloined from the Transmission Dept., to make up one of the first teams, he worked with me as a team. We started on # 6 and had it finished in five days, so I asked Phil if he would like us to finish # 7, he was delighted because we had worked together so well. Halfway through this final build, Phil came over and said "You being a 'Colonial' you would have a passport?" I said , Yes I do. Phil then told me that he only had five full time 'works' mechanics and that each car at Le Mans needed two mechanics, would I like to be number 6, of course, I was dumb founded and very pleased to be considered. Phil told me to take my passport in the next day and Mr Lyon's chauffeur would take me to the French Consulate to pick up my Visa.

That's how it all happened. When Lofty England, Racing Manager, handed me a pair of white overalls, with the very large red Jaguar across the shoulders, I felt 10ft tall. That was 1955, the year of that horrific accident, where 92 were killed and 85 injured, when the Mercedes disintegrated into the crowd of spectators. It was a hollow win for Jaguar.

Moving on to July, I was having lunch one day with Les Botrell, one of the 'works' mechanics. Les said he had been approached by Briggs Cunningham to join his team in North America, and also by Ecurie Ecosse, the Scottish team. He was to talk it over with his wife and let me know their decision tomorrow. They accepted the North American position. I approached Ecurie Ecosse and joined them, but that's another story.

*Editor note: What a wonderful story, we look forward to Ron's adventures with Ecurie Ecosse, in part two, in the next issue.*

# Patron Ron Gaudion's 90<sup>th</sup> Birthday Party



written & photos  
by Robin Kup-Ferroth

Our Patron Ron Gaudion turned 90 on the 3<sup>rd</sup> May, and to celebrate the event his family organised a party for him and his friends at the Glades Golf Course, Robina. The guests were requested to arrive early and congregate in the forum leading to the function room to welcome Ron and May when they arrived. Heralded by the strains of bagpipes Ron and May were led through the welcoming congregation by a Scottish Piper in full regalia, a salute to Ron's long association with the Scottish Ecurie Ecosse Jaguar D Type racing team. After much back slapping and renewing of old friendships the guests were requested to take their seats for the festivities. Ron and May then joined us, followed by the Piper again playing a lively Scottish tune who escorted a beautiful birthday cake brought in by the staff made in Ecurie Ecosse colours and surmounted by a D Type Jaguar. This caused a sensation and there was much celebration over the touching tribute. After this everybody settled down to partake of the main course and enjoy conversations over dinner. Tributes to Ron were then made by a number of speakers over his long association with Jaguar and to the Jaguar Drivers Club of Queensland in particular. Messages were also received from friends in the UK who were not able to attend in person. The luncheon then continued with guests spending time with Ron during the afternoon congratulating him on his achievements remembering old times. Ron, being a modest man was visibly overcome by the occasion and friendship and respect given him by over 80 family and friends who celebrated his birthday with him. It was a great afternoon.



## A real Jag Run

I trust you will forgive me the sarcasm, but it's been a while since any of us could put up a header like that with hand on heart.

For us southerners, today was a case of making sure the compass was pointed at the big black N if you are predigital like me or "0" degrees if you use the mobile's app.



The start was at the Yandina Information Centre which was housed in a very attractive large white Queenslander styled house. Out in front was a bitumen parking area that was chokkas with sedans sporting leapers irrespective of whether they were intended for your model or not. I am not going to call you out; you know who you are. There were a couple of members who brought German vehicles which are often seen at events, and why not, it's good just to

see you. Attendance of 11 cars is a great turnout.



We had Devonshire tea to fortify us for the day ahead. Those who had liquidity, paid the lady on the door. An Eftpos issue meant the rest of us ran up bills with our cashed-up friends.

Follow the car in your windscreen was the theme, and even those with the power to do so, restrained the urge to get on the other side of the white line. The column of cars with the same badge, was a glorious sight for the participants. It was also a rolling exhibition of clubmanship, and if lingering glances count...of course they do, there were plenty from dog walkers, cyclists and drivers of oncoming vehicles.

This was a run concocted for drivers, read long straights and corners that were enjoyable, but not challenging enough to spill the caffeine in the cup holder. Not unless your car has one of those fold-away, spring loaded devices in the armrest, so loved by Jaguar, but nobody else, which by now has thrown the content of your cup over the windscreen anyway.



# JDCQ Sunshine Coast Register

Our Directors had obviously been to Kenilworth before and knew the attraction of the Dairy... who cannot have an ice-cream created on the premises from start to finish? It's handmade yumminess in a cone. The opportunity shop was also a popular diversion and full of green shirts when I was there, making the hour set aside, a time to move quickly.

Back behind the wheel and the road to Obi Obi. Funny name for a town but great fun up a 1 way stretch of sharp bends that reminds the driver what his right foot is there for.



The lunchtime venue, The Barn, has a pig statue outside, standing on it's rear trotters. Everybody who has driven through Flaxton has seen it. I always thought it was a boutique butchery! No prize for me. It's actually an "L shaped" building with craft shop at one end, small tables for casual coffee and eats in the middle, with the remainder set up as a restaurant

which has a good menu with good-sized meals at reasonable prices. The latter was surprising in this part of the world where the efficient extraction of funds from patrons can be the main focus.



It was a great day, well planned with something for everybody. Maybe driving your favourite car, all together in a group, with likeminded members, on good roads with great views thrown in, is a concept that still has legs!

Charlie Provis 08/11/2023

# JDCQ Sunshine Coast Register

## JDCQ Christmas Party 2023

We of the Sunshine Coast Chapter are a conservative group. You are unlikely to find any Mohawk haircuts, well not on the guys anyway. So, on this occasion every year, the colourful shirts and ties come out, in some cases with matching prints on the partner's outfit showing off somebody's tailoring expertise. How do you know which days to get out these outlandish outfits, and which to wear the green and white? Whatever that back-channel is I want in, coz I keep getting it wrong!



The venue was the Mercure at Kawanna Waters. We have been twice before and it never fails to impress. Near invisible staff dispensed their duties with consummate silence and efficiency. Part of the resulting enjoyment for members, was the skill of the

M.C, David Lewis, who may have been using semaphore or secret phrases for all I know, to ensure that the arrival of food didn't interrupt the flow of the day's events. In dispense of plaudits he had Chairman Wendy out of her chair more times than a politician on voting day. Her list of thankyou's extended past the immediate committee of Tony, Ralph, John, Laurie, Debbie Sue and Suzy. She noted clearly the popular achievement of at least 1 event per month, backed up by the slideshow with photos from these, and entreated volunteers to participate for its continuance.



Susan Price, whose efforts, even today were on our tables as beautiful individually crafted bookmarks and runners on the raffle prizes was recognised at length and in between hugs, by presentation of the BOM (Badge of Merit), which is not a rain radar map, to add to her previous *Volunteer of the Year* award. Isn't it so unfair when such people raise the bar so high that we mere mortals cannot, in a lifetime, hope to match?



30 Year badges for the Hoeksmas and 10 Year badges for the Tarltons, overdue from last year,



## Member Profile: Lorraine Givney

*Spontaneity*

*Admiration*

*Responsibility*

*Adventures*

*Story by Lorraine Givney*



In April 2015, a forgotten childhood dream was re-evoked prompting a spontaneous decision. To my surprise, a few days later, I returned to my new home-town of Tannum Sands driving a 2001, Mistral Blue, Jaguar S Type.

Having stumbled upon the S Type at a dodgy car yard near my Stafford place, I arranged that on the following morning, I'd take their precious Jaguar for a test drive.

Enthusiastic, I arrived right on opening time to find the cleaner/detailer and the 'security guard', a homeless person who slept on their office couch each night, chatting on a bench seat. They explained to me that they were forbidden from touching the esteemed Jaguar that sat proudly displayed on the prominent corner with its rear wheels elegantly elevated on aluminium car ramps.

Once the salesperson had driven the S Type down from its lofty heights, I was informed that the cleaner would also be enjoying my test drive – seems he too doubled as 'security'. The car drove well and had comprehensive service records for most of its fourteen years on the road so I negotiated and we settled on a price. My next step was to discuss having the RACQ do a report on its condition. This reasonable request sent the dodgy car yard owner into a spin – he refused, claiming that people tended to expect pre-loved cars to be comparable with new cars... hmmm...

Undeterred, after-all the Jaguar driving experience was now surging through my veins, I resorted to asking for an inspection by a local mechanic that I knew had grown up working on Jaguars. This was agreed to, provided that I agreed to... 'security' – this time in the form of the dodgy car yard mechanic driving the Jaguar to the workshop. In the mechanic's waiting room, I kept the security-mechanic chatting while the local mechanics swarmed all over, and under, the S Type preparing their report.

Informed that there were a few non-urgent and relatively inexpensive maintenance jobs to be done, the deal was finalised and the next time I settled into the S Type there was no on-board security... the Jaguar was all mine!

The S Type is purr-fect for my Tannum Sands lifestyle because nearly all of my driving is open-road. In my State High School workplace, it turned heads in ways that necessitated my reassuring explanation that it was valued at less than most cars in the staff carpark and in students' parents' garages. To me, secretly, the Jaguar was priceless.

In November 2017, I watched senior students arrive at their formal dinner. Various vehicles queued to idle at the end of the red carpet while glamorous graduates alighted – some cars drew attention by rumbling loudly and one in particular drew my attention for its smooth, purring arrival. This shiny black XJ evoked goose-bumps that propelled me toward contacting JDCQ Capricornia Register.

Without hesitation, the wonderful, welcoming members of Capricornia Register invited me to their Christmas dinner. This lovely evening in good company convinced me to join.

Filled with admiration for the restoration work underway in the workshops of some members, and having noticed that Capricornia was not then being represented in the Queensland magazine, I expressed interest in writing for the Register. Nominated and appointed as Editor from the October 2018 AGM I took on responsibility for recording memories for Capricornia and letting other Registers know about our Jaguar adventures.

As a recent resident of the area, these adventures are a much-appreciated way for me to enjoy exploring Central Queensland with a fun group of good people.

In January 2020, I learned that my early efforts had qualified me for some JDCQ awards that I hadn't previously known existed. At our Register Australia Day barbeque, I was stunned to be honoured with Volunteer of the Year 2019 as well as New Member of the Year 2019.

As I finalise my five years as Editor, I've written this profile for my own sense of completion as well as for the records kept by Capricornia Register. I'm very happy that I've laid a solid foundation for incoming Editor Kris to build upon.



# JDCQ Central Queensland - Capricornia Register

## Celebrating Capricornia::Celebrating Christmas

Story by Lorraine Givney

Photos by Lorraine Givney and Marlene Millard

### Did someone say 'Happy Hour'?

On Friday 24<sup>th</sup> November 2023, at Koorawatha Homestead Motel, Bororen, about thirty JDCQ members gathered for wine, witty words and waggery. Partying with Capricornia were members of WBB as well as President Di and her travel companion Dale, from Gold Coast Register. A wonderful weekend of Jaguar themed celebration had begun.

### Observation Run

On Saturday, members awoke to a cloudy sky and drizzly rain. Preparations for an observation run began. With morning tea on board and drive-questionnaire in hand, drivers made timed starts through the motel driveway.



Gerry and Barry receive instruction from Chris and Frank

Chris Millard, Frank Smallcombe and Russ Ostwald had visited the area a couple of weeks prior and formulated a two-part observation challenge. Part 1 took drivers North to Turkey Beach, a coastal settlement of about 150 people. Participants had thirty questions to answer on the drive through Bororen then along Turkey Beach Road which runs for 21 kms from the highway to the fishing hamlet.

Despite rumours of strained marriages and friendships - due to observation discombobulation – there were no cat-fights under our morning tea picnic shelter overlooking Rodds Bay.



President Di, Lyn and Dale

There was, however, a bit of gambit growling about the potentially ageist use of only kms for distance measurements on an observation run. After this bit of playful teeth-baring, the cat was let out of the bag – modern handheld technology had been used to negate any disadvantage briefly claimed to be experienced by those with British imperial odometers. Nicely played Steve Williams.



Errol, Steve and Barry discuss the observation run questions

Our next drive, a continuation of Part 1 of the observation run, also held the promise of a meal at our destination. We drove back to the highway then South to the is-this-rustic-enough-for-you Miriam Vale Hotel. Here, despite having misplaced our reservation, the helpful staff took the reins, and our orders, issued us with horse-shoe table-number stands and efficiently served us drinks and hearty lunches.

Tony Herald, a Past President of JDCQ, timed his arrival from the SE Corner remarkably well to join us for lunch.



Capricornia and WBB members welcome Tony Herald

With Tony's arrival we now had our full complement for the weekend and Capricornia feel honoured to be celebrating with WBB friends as well as with distinguished guests who'd travelled from the South East Corner - thank you!

# JDCQ Central Queensland - Capricornia Register

One way to get this group of Jaguar drivers moving after lunch is to mention that the trees we were parked under are alive with feasting birds – and we all know what happens after birds feast – birds ...



Barry, Gerry and Gail consider the under-tree parking

Ignoring the avian embellishments on our paintwork, nourished members braved Part 2 of the observation run, back to Bororen. Part 2 had eleven questions and a congratulatory message for making it back to the hotel – unless you arrived after 4.30pm because this would mean you had missed happy hour – yes, happy hour is a daily event and, yes, we all made it back in time to rinse off our paintwork then have a rest before a happy hour, or two...



Saturday afternoon happy hour

One secret to a good happy hour is to be walking distance from the dinner venue. When we next saw each other we were dressed for dinner and carrying Secret Santa Gifts.

## Celebratory Dinner

Simply attending a Capricornia run is cause for celebration and this evening proved to be an amplified celebration. The dining tables looked festive and Kris Rodda had generously added a skilfully home-made delicious Jaguar treat at each place.



Kris also challenged us with a Christmas-themed trivia quiz that gave us plenty to discuss as we each hoped to win the family-size home-made calico-wrapped Christmas pudding or a shortbread prize for a couple of members who were... 'short' on answers. Nice work Kris – thank you!

Marie has capably run and adapted our Secret Santa over the years and her skilful organising had everyone smiling as our numbers were called and we entered Santa's secret room to emerge back into the dining room with a surprise to unwrap.

Koorawatha is a family-run motel and we were thoughtfully and superbly accommodated and nourished. Dinner was buffet style and Chairman John let each table know when it was time to select from an array of delectable salads, meats and vegetables. Dessert came a little later.

As Chris announced observation run answers, he stood strong against playful banter and varying interpretations before awarding Capricornia Register caps to Part 1 winners Steve and Roger and Part 2 winners Arthur and Marlene. It was an entertaining observation run thanks to the generous team efforts of Chris, Frank and Russ.

## JDCQ Awards

The first award of the evening celebrated 10 years of enthusiastic membership by Paul and Judy Brooks.



# JDCQ Central Queensland - Capricornia Register



*Elegant black 40 Years badges earned by Frank and Marie*

Next, Frank and Marie Smallcombe received their 40 Years membership badges from Chairman John. This extraordinary term of membership seems even more exceptional when we know that the Smallcombes initially joined Brisbane Register, 500kms from Gladstone, then three years later WBB and in 1992 the couple joined Capricornia when this Register started. Such loyalty is testimony to the community mindset that makes Frank and Marie highly appreciated JDCQ members.

The awards didn't stop there. President Di Cooper with Past President Tony Herald took the floor to announce and present the Danielle Herald Memorial Award winner. The room fell still as Tony remembered the tragic loss, in a vehicle accident eighteen years ago, of his much loved and joyful eighteen-year-old daughter. Her notable enthusiasm for life is honoured as this award is presented each year to a female member who demonstrates enthusiasm for the JDCQ community.



*Capricornia was delighted to learn that Marlene Millard is this year's deserving recipient of the Danielle Herald Memorial Award*

Over the past year, Marlene has demonstrated her enthusiasm for JDCQ through offering her superb artworks as a fundraiser raffle as well as on regalia scarves. She ran a brilliant trivia quiz at the Register 30 years celebration, organised terrific drives, assisted members with tropics-suitable bespoke regalia. As Register Secretary, Marlene is helpful, thoughtful, efficient and nothing short of outstanding. Overall, Marlene is a strong, vibrant and appreciated thread in the tapestry of Capricornia.

There was one more task for Di and Tony to perform. When next you read page 1 of Queensland Jaguar Driver, you'll see Frank and Marie Smallcombe listed as Life Members. That's right – not only have Frank and Marie been members for 40 years – they've contributed tremendously to the convivial culture of Capricornia. The couple has served as secretary and, for decades, as social secretary – organising countless enjoyable drives and weekends away, sometimes with WBB or Mackay. Frank and Marie are instrumental in establishing and maintaining the collaborative friendly social standard that makes Capricornia a highly functional JDCQ Register.



*President Di presents Frank and Marie with life member badges*

## **A Capricornia Award**

As a bit of fun, Capricornia acknowledges the odd member-mishap. In fact, such mishaps can attract a 'horse's arse' award, ensuring that the recipient is reminded of their 'arsery' for a full twelve months! This year, Rodney Spratt earned this award for an unfortunate workshop incident. If you're curious, he might be willing to tell you about it.



*Rodney trying to NOT receive his award from 2022 winner Barb*

## **Sunday**

Before parting ways on Sunday morning, members followed instruction by Steve Williams to assemble our eighteen Jaguars in age/model order for a celebrity photo shoot. This was the purr-fect way to remind us all that it's a shared love of the marque that brings us together and community that keeps us together - along with enjoying the odd happy hour!



*Merry Christmas to all  
From Capricornia Register*



# JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg, Maryborough and Hervey Bay

*Our Christmas party was held on 3 December at The Isis Club in Childers. There was a good roll up of members and we were excited to have 4 Life Members in attendance. Paul and Josie from WBB and Marie and Franklin from Capricornia register. The food was good, the drinks were good and the friendship and laughter was better.*

*Sandy did an excellent job of creating and preparing the raffle prizes and a massive thank you to Gaylene and Bob for organizing the venue and tables. Those quizzes kept everyone guessing and all the ladies loved the Christmas decorations they received.*

*A special award was presented to Arthur Bock, our club president, for his outstanding leadership and dedication to the JDCQ.*

*Very well deserved. We wish everyone a very Merry Christmas and a Happy New Year. May 2024 be everything we all wish for.*





# JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg, Maryborough and Hervey Bay

On 20 November we journeyed to Theodolite Creek for morning tea and our Annual General Meeting. All standing committee members were re-elected and we had a great planning session for our 2024 outings.

Lunch was held at the Woodgate Bowls Club which always has a cool and relaxed atmosphere. Lots of chatting and laughter occurred. Good times with good people.



# Jaguar Drivers' Club Queensland Regalia

Create the Club Image at events and display days



Peaked Cap



Metal grille badges in Maroon or Green



Bucket Hat



Window Sticker  
Club logo 82mm wide



Club regalia is green and white with embroidered club logo.

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Membership Number

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Multi-point injected 3.6 6 Cyl Auto, White.ABS, Air Con, Alloy Wheels, Log Books, Cruise Control, Central Locking, Electric Seats, Leather Trim, Power Steering, Power Windows, Radio Cassette, 287,000kms. Currently on Club Rego.Selling as is with no RWC.

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Odometer 59,000 MY2013 Bondgrain electric leather seats, Bespoke sheepskin seat covers front and rear, Blind spot monitors, Jaguar boot mat, colour "Caviar" dark maroon, 18 inch Vela Alloy wheels, Keyless remote, Only one owner – complete service history available.

**Price: \$26,500 Contact: Greg Lloyd-Wadsworth**

**Mob: 0488999798 or 0419447544 Location: Pelican Waters Sunshine**



## 1991 Jaguar XJS 3.6L

5 speed manual

It is in the condition as per photographs Full history from day 1 Car has been serviced only by Marque Specialists and previously by Roadbend Motors in Western Australia and Sandgate Jag

**Price: \$35,000 ono**

**Contact: Jim Tedman Mob: 0411 222 069**

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## James the Jaguar, 1967 S Type Manual with overdrive,

90 % restored, the only things left to do are the center instrument panel and the old electrical system.

There is a complete history of everything done since we purchased James (so from 1983 to now).

A complete maintenance manual, a CD with a parts catalogue and several spares.

**Offers around 15,000 AUD will secure him depending on whether he is going to a good home.**

**Phone 0417733956, Mount Ommaney.**

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I have a Stainless Steel Exhaust System off my XKR Jaguar.

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# JDCQ Committees & Officials 2023

<b>Queensland Executive</b>		<b>PO Box 3513, South Brisbane, Qld 4101</b>	
President	Di Cooper	0411 176 050	president@jagqld.org.au
Secretary	Wendy Gross	0498203257	secretary@jagqld.org.au
Treasurer	Barrie Fletton	0476 858 571	treasurer@jagqld.org.au
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Web Site Administrator	Paul Lucas	0481 490 334	info@jagqld.org.au
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Sunshine Coast Register	Tony Brett	54457973	tobr@bigpond.net.au
Gold Coast Register	Di Cooper	0411 176 050	dianecooper580@gmail.com
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Capricornia Register	John Large	0408221366	jlarge@bigpond.com.au
Mackay/Whitsunday Register	Susan McAllister		mcallisterfamily@bigpond.com
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Almoner	Jim Reid	0418 880 865	

<b>Representatives</b>			
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GEAR Representative	Richard Andrews	0418 886 142	gear@jagqld.org.au
ACJC Delegate	Di Cooper	0411 176 050	acjc@jagld.org.au
QHMC Representation	Paul Lucas	0481 490 334	info@jagqld.org.au

<b>Brisbane Register</b>		<b>PO Box 3513, South Brisbane, Qld 4101</b>	
Acting Chairperson:	Neil Summerson	0419273 296	nesjas@bigpond.net.au
A/Secretary:	Joy Cooper	0419 732 091	joy.cooper@cooperation.com.au
Treasurer:	Tim Wall	0415 140 933	timwall539@gmail.com
Committee Members: Barry & Joy Cooper, Graham Heather, Neil Summerson			

<b>Gold Coast Register</b>		<b>The Secretary, JDCQ Gold Coast Register, 7/802 Glades Drive Robina 4226.</b>	
Chairman	Di Cooper	0411 176 050	dianecooper580@gmail.com
Vice-Chairman	David Willmott	07 5593 2524	0408 455 249
Secretary	Debbie Duncan	0413 181 919	davidanthony56@hotmail.com
Treasurer	Brian Hogan	07 56613919	debducan5@gmail.com
Editor	Robin Kup-Ferroth	07 5576 2134	Brian@amaze.net.au
PR, Library	Tom Ross	07 55621 260	0412 590 458
Committee Members - Diana Hogan, Arthur Kontalis, Chris Miers, Irene Ross, Tom Ross, Andrew Danks, Ray Howlett			

<b>Central Queensland - Capricornia Register</b>			
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Vice Chairman	Steve Williams	0419 660 412	williams.sj@bigpond.com
Secretary	Marlene Millard	0419 647 064	marlenemillardjag@gmail.com
Treasurer	Doreen Ostwald	0418 744 640	doreen@rdr.com.au
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Social Secretary	Frank & Marie Smallcombe	0412 532 480	fmjag75@bigpond.com

<b>Darling Downs Register</b>		<b>PO Box 6396 Toowoomba West 4350.</b>	
Chairman:	Terry Whitehouse	0409 072 500	terry_whitehouse@hotmail.com
Vice Chair:	Chris Lok	0418 782 118	chriswlok@gmail.com
Secretary:	Kieran Lillis	4663 4220	klill1@eq.edu.au
Treasurer:	Bruce Dascombe		bnjdas57@gmail.com

<b>Mackay - Whitsunday Register</b>		<b>P.O. Box 1 Rural View 4740.</b>	
Chairperson:	Lyn Wolzak	0417 074 674	wolzak1@bigpond.com
Secretary/Treasurer:	Susan McAllister		mcallisterfamily@bigpond.com

<b>Sunshine Coast Register.</b>		<b>18 Longwood Drive, Peregrin Springs, 4573</b>	
Chairperson:	Wendy Gross	0498 203 257	jdcqsunshinecoast@jagqld.org.au
Vice Chairman	Tony Brett	55445 7973	goodwillpark2@gmail.com
Secretary:	Ralph Johnson	0409 566 355	tobr@bigpond.net.au
Treasurer:	John Herbert	5471 3886	rgjohn123@gmail.com
Editor	Helen Parmenter	0417 607 084	herbert.casino@gmail.com
Non Portfolio:	Debbie Herbert, Suzy Johnson, David Lewis, Laurie Pearce & Sue Pearce		headam@bigpond.net.au



**Wide Bay Burnett Register:** 28 Coral Cove Drive CORAL COVE 4670

Chairman:	Arthur Bock	0408 761 474	aergbock@bigpond.com
Secretary:	Sandy Hillyard	0438513282	hillyardsandy@gmail.com
Treasurer:	Robert Pearce	0408 197 506	cuckoo'clockman@bigpond.com
Facebook Editor:	Gaylene McLean	0437927800	gaylene.mclean@yahoo.com
Social Secretary:	Bob McLean	0428 781 901	the_mcleans2003@yahoo.com.au
Regalia Officer:	Toni Pearce	0427835173	tonigericke@hotmail.com
Editors:	Robert & Toni Pearce	0427835173	tonigericke@hotmail.com

## Model Registers Queensland

### Chassis Cars

Lloyd Andersen 3294 8960



SS, MkIV, MkV



XK120, XK140, XK150



C-type, D-type



MkVII, MkVIII, MkIX

### Classic Monocoque

Bill McMonagle 0418 647 981 mcmonagle\_wj@bigpond.com Robin Todd 4664 8509 randvtodd@bigpond.com



Mk1, MkII, 240, 340, Daimler V8



S-type



420 Compact



Mk10, 420G, DS420

### E type & F type

eandftyperegister@gmail.com

Tony Nelson 0421 646 945 Clive Arnold Ph: 0403 054 846.



EType



FType

### Classic XJ

Alan Buller 0432 088 167 abuller5@hotmail.com



XJ6, XJ12, Series 1, 2, 3



XJ6C, XJ12C

### Grand Tourer

Secretary Tony Brett: 0404 804 952



XJS



XK8, XKR, X100, X150

### Sporting/Modified

Tony Herald 0407 625 278



### Modern Luxury Saloons

Secretary Paul Lucas 0481 490 334 info@jagqld.org.au



XJ40



X300, X308, XJR



X350



XJ351

### Modern Compacts

Terry Whitehouse 0409 072 500



S-type



X-type



XF



XE

### Crossover Register

Stu Gross 0498 203 227



F-space



I-space



E-space

# Membership Application Form

INVOICE



*Jaguar Drivers Club of Queensland Inc. (IA 18106)*

ABN: 31 195 910 938

PO. Box 3513, South Brisbane, Queensland, 4101

Membership may be either a single person or a couple.

**PRIMARY MEMBER**

**PARTNER MEMBER**

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

Title....Surname.....

First Name .....

First Name.....

Preferred Name .....

Preferred Name .....

(Badge Name) .....

(Badge Name) .....

Postal Address.....

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

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

**Details of Jaguars/Daimlers Owned**

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

For more Jaguar/Daimler details use reverse side

**Membership (1<sup>st</sup> July 2023 30<sup>th</sup> June 2024):**

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

**Part year Membership (if after 1st January 2024, membership expiry 30<sup>th</sup> June 2024):**

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

**Part year Membership (if after 1st April 2024, membership expiry 30<sup>th</sup> June 2024)**

**\$30 + \$50 Joining Fee = \$80 Includes Qld Jaguar Driver Magazine**

<b>Total Payment Made</b>	<b>\$</b>
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**Signature**

**Date....**

**Payment may be made by direct deposit.**

**PLEASE USE YOUR SURNAME AS REFERENCE.**

SUNCORP BANK: JDCQ BSB: 484799 ACCOUNT NO: 02 456 7129

<b><u>Office Use Only</u></b>	
Entered in Database	
Membership No:	
Welcome Letter	
Current Magazine	
Badges Ordered	
Badges Given/Sent	
Regional and Model Register Advised	

You can also apply for membership online at [www.jagqld.org.au](http://www.jagqld.org.au) and click on the Join Here tab.





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