

Queensland

JAGUAR

Driver

July - August 2024



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Queensland Jaguar Driver July - August 2024

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



Hi Everyone,
We have had a bit to deal with down here in Gatton, since our last issue, having been told we would get two weeks' notice, before our storm repair work would commence, on Thursday night Terry got a call from furniture removers to say they were picking our furniture up the next morning. Terry said

that couldn't happen as we didn't even have a date for works to begin or alternative accommodation booked. Friday morning, he got a call to say the builders were starting on Monday and furniture had to be removed on Saturday afternoon. However, the insurance company had omitted booking our alternative accommodation. Unfortunately, there was no place to be had and rather than wait possibly months for another chance to get work done, we decided to just stay here in the empty house, with just our bedroom furniture. Although we must work around builders, with their noise and mess, we do have use of bathroom and toilet, and can use the kitchen before they arrive and after they leave. We thank those who have offered us somewhere to stay, we appreciate it greatly, but with Terry still needing to get to work, a dog and two birds plus me needing Wi-Fi to do the magazine, it was easier to stay on here. Its not as if we are suffering, there are families out there living in cars, and homeless on the streets, we don't have too much to complain about.

It is now past membership renewal time, so anyone who has not renewed will no longer get the magazine, so please check, make sure you have paid your fees, sometimes we think we have done something but only thought about it but didn't carry it through.

Our club 50th Anniversary is coming up in May next year (flyer in this issue) Wendy really needs to know how many people, at this stage, are thinking of attending and which vehicle they will be displaying, so do please let her know.

That's all from me for this issue, travel safe, be happy, and have fun, until next issue

Your Editor, June

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Cover Picture

Phil Atkin's
1955 Jaguar XK140 FHC SE

Next Jaguar Driver Magazine.

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

Life Members

Margaret Rowse	May Gaudion	Graham Hein	Loy Latimer
John & Monica Tupicoff	Peter & Michelle Drew	Colin Galley	Robin & Valerie Todd
Len Henderson	Ray & Gwen Howlett	Di Cooper	Peter Lehrke
Lorraine Andersen	Barry & Joy Cooper	Jim & Maureen Reid	Paul & Josie Mittelheuser
Franklin & Marie Smallcombe			

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Jaguar Drivers' Club of Queensland Forthcoming Events

JULY - SEPTEMBER 2024 EVENTS

Brisbane Register

Wednesday 3rd July	Evening Tina- Tina Turner the Musical at QPAC Jeanette Lind
Sunday 14th July	Mac's Bridge Classic & Sports Car and Aircraft Festival Caboolture Aero Club Tony Nelson
Sunday 3rd August 12pm	lunch at The Doonan, 6 Beddington Road Doonan Noosa Margaret Hine and Joy Cooper
Monday 5th August	10.30 Register Meeting Library Room Kedron-Wavell 1 Kittyhawk Drive, Chermside Joy Cooper
Tuesday 13th August	10am Ladies Morning Tea venue TBA Lesley Rumble and Lorraine Finn
Sunday September 15th	All British Day St Josephs Playing Fields Tennyson (see flyer inside)

Capricornia Register

Sat/Sun 13-14th July	Join with Mackay/Whitsunday Register Christmas in July at Eungella
Fri/Sat 19-20th July	Queensland Heritage Rally at Biloela

Darling Downs Register

Tuesday 2nd July Toowoomba	Richards Darling Downs morning coffee/lunch at City Golf Club South Street 0746361051
Wednesday 10th July	Classic Monocoque Register lunch Marburg Hotel Marburg contact Robin 46648509
Sunday 14th July	Brisbane Motor Museum contact Terry 0409072500
Saturday 27th July	Modern Compact/Chassis Based Registers lunch Bottletree Pub Glamorgan Vale contact Terry 0409072500 NOTE This will also be Darling Downs Christmas in July Lunch
Tuesday 6th August	Richards Darling Downs Coffee Morning Picnic Point Café 0746361051
Sunday 11th August	Darling Downs Sports Event Shooting Hoops at Lockyer Valley Sports & Aquatic Centre Meet up Floating Cafe Grantham 8.45 for M/T depart 9.45
Wednesday 14th Aug	Classic Monocoque Register Lunch
Saturday 24th Aug	Modern Compact /Chassis Based Registers lunch Bottletree Pub Glamorgan Vale contact Terry 0409072500
Saturday 31st August	Darling Downs Showroom Display 8.30am Wippells Jaguar/Landrover Toowoomba, followed by lunch at Murphys Creek Pub
Tuesday 3rd September	Richards Darling Downs Coffee Morning Aromas High Street Shops 0746361051
Wednesday 11th September	Classic Monocoque Register lunch
Saturday 28th September	Modern Compact/Chassis Based Registers lunch Bottletree Pub Glamorgan Vale contact Terry 0409072500

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Gold Coast Register

Thursday 18th July	Lunch run to Mt. Alford A. Danks 0437532475
Monday 29th July	Monthly Meeting (see flyer for new venue)
Wednesday 7th August	Lunch at Ormeau Tavern contact T. Ross 0475001197
Monday 26th August	Monthly Meeting
Fri 30th Aug - 1st Sept	Chairman's Weekend Away contact D. Cooper 0411176050
Wednesday 11th September	Ladies Day at the Spit contact D. Cooper 0411176050
Sunday 22nd September	Spring Affair contact M. Porter 0411119844
Monday 30th September	Monthly Meeting

Mackay - Whitsunday Register

4/5/6th July	Christmas in July Camp Kanga Proserpine
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Sunshine Coast Register

Friday 12th July	Bastille Day lunch at Maleny Hills Motel food by Cindy & Thierry of Le Relais Bresson
Thursday 25th July	Christmas in July at Yandina Hotel
Wednesday 7th August	Fish & Chips at Maloolabah
Wednesday 21st August	AGM at The Beach House Beachmere, then lunch at the Tavern
Thursday 19th September	meet Skippy Park travel to Pit Stop Cafe for lunch then onto Mathema Gallery at Ocean View. organised by Tony Brett.

Wide Bay Burnett Register

Sunday 21st July	Shed Day at Arthur Bock's place in Maryborough BYO Morning Tea and lunch at a hotel in Maryborough
Sunday 18th August	High Tea for the Ladies at Jenny and Graham's place in Maryborough
Sat/Sun 14th-15th Sept	Weekend away for All British Day Brisbane
Saturday 14th	Drive to Brisbane, afternoon visit to Brisbane Motor Museum Banyo.
Sunday 15th	we will attend All British Day

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

NOTICE CONCESSIONAL REGISTRATION

Members with cars on concessional registrations must be able to prove to police that the vehicle is on public roads for reasons within the approved limits of restricted use. At all times when the vehicle is driven on the road, members must carry a copy of the current club magazine, Register newsletter, printed copy of Impromptu Run or other written evidence of the event being attended. Failure to provide proof of legitimate use could result in the vehicle being regarded as unregistered and uninsured.

Jaguar Today



President Di Cooper

Welcome to you All,

We are now half way thru the year with this publication of the July/August Club Magazine. Amazing how the first 6 months have flown by.

With the cooler weather it is a great time to pull off the covers and get our older cars out on the roads. The G.C. Register had a run to Harrisville last Sunday and it was great to see Robin & Junita Kup-Ferroth in their beautiful E-Type. (Scarves and Gloves were needed.)

By now all Members should have received the flyer for our 50th Anniversary celebrations for the week-end of 16th to 18th May, 2025. If any of you wish to put you hand up to help in any way, please contact Wendy Gross, you will be much appreciated. Plans are now well under way, with a Display Day on the Saturday 16th at the TAFE grounds, near the Cobb & Co. Museum. Terry Whitehouse is the organiser and would appreciate help for the day.

our Anniversary Dinner will be held at the Turf Club on the Saturday Night. I have been told on that day there is a twilight race meeting being held, and we will have access to this as well. The Sunday activities will be several choices, one being joining in with the David Hack Classic - Classic Cars and Warbird Aircraft at the Toowoomba Airport. Other suggestions will be put forward closer to the time. Accommodation Bookings should be made as soon as possible, as this is a busy time in Toowoomba. I have suggested to the G.C. Register we make a 3 day week-end, or possibly longer.

Roger Wilkinson the Club Historian is still looking for information and photos that he may be able to use for the 50th Anniversary book we will be producing. As this is now well underway if you can help with anything please get in touch with Roger.

With the 50th Anniversary of the J.D.C.Q. fast approaching gets one to thinking what a great organisation we are a part of, thanks to the vision those few people who started things going back in 1975, and the hard work of those who have followed on.

Looking forward to meeting up soon.

Di Cooper, President.



17th-18th May 2025

(but lots of people will want to extend that)

You are invited!!!

It is very early days but we need to start bookings so we are asking for expressions of interest to us and for you to reserve accommodation.

Our major events will be Display Day at the TAFE Oval behind Cobb and Co Museum and our Anniversary Dinner, to be held at Toowoomba Turf Club, both on Saturday 17th and in Toowoomba.

Sunday 18th May is the David Hack Classic held at Aerotec and includes Classic Cars and Warbird aircraft. We are welcome there if one day of displaying your beautiful puss is not enough. (This is also a fundraiser for various charities and has a charge for display). We will also plan driving excursions for those who want to explore the beauty and the history of the Toowoomba area.

It is a busy time in Toowoomba and you need to book accommodation soon. Right now all the motels listed on the next page have vacancy. All have good cancellation policies.

We certainly hope to see you there.

If you are interested in attending please contact secretary@jagqld.org.au or 0498203257 by 30th June 2024

PLEASE MAKE SURE TO LET WENDY GROSS, OR YOUR REGISTER CHAIRMAN, KNOW, OF YOUR POSSIBLE INTENTION TO ATTEND AND ALSO LET HER/THEM KNOW DETAILS OF THE CAR YOU WOULD WISH TO DISPLAY. THIS INFORMATION IS NEEDED ASAP SO THAT EVENTS CAN BE ORGANISED WITH NUMBERS INVOLVED. THIS IS A BIG EVENT FOR OUR CLUB SO WE NEED TO BE SUPER ORGANISED, THIS WILL BE A GREAT WEEKEND.

'For our Overseas Readers'

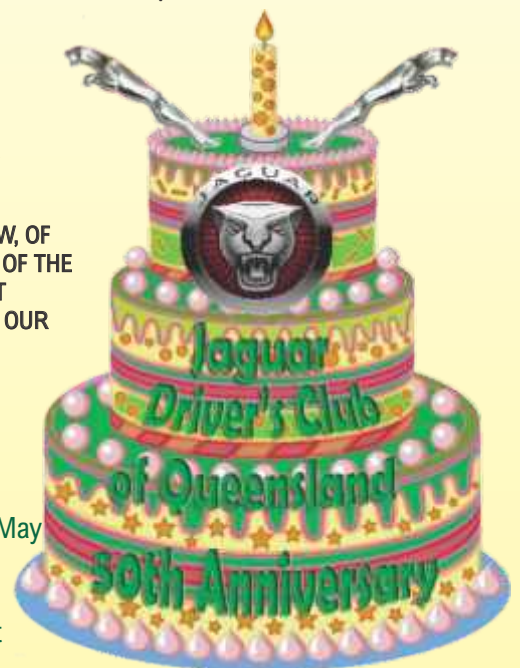
Hello fellow Jag drivers

Just in case any of your members are planning a trip to Australia next May and plan to do some sightseeing near Brisbane, I thought you should know that the Jaguar Drivers Club of Queensland is celebrating their 50th Anniversary. For those in the UK 50 years is not a long history but here it is a real milestone.

It is being held in Toowoomba, at the centre of the rich Darling Downs and has opportunities as a base for interesting sightseeing. It is only a couple of hours drive from Brisbane Airport.

Attached is the flyer for the event and I request you circulate it to those who might be interested.

It would be wonderful if we could meet a few of our British counterparts at our celebrations.



JDCQ Brisbane Register

Written & photos by Barry Cooper

Visit to Brisbane Motor Museum

Thursday 13th June

A pleasing number of the 26 members drove their Jaguars to the Jaguar Stories exhibition at the Brisbane Motor Museum, enjoying a thoroughly well-presented formal exhibition and car park display. Upon arrival we were welcomed by Director Jackson Smith and Museum Founder Colin Galley. Plenty of discussion and fellowship was shared over morning tea and lunch tables too. This display is only in June and July so don't miss out if you haven't yet been.



On a perfect Brisbane winter's day, nine Jaguars met at Victoria Park to drive in convoy to Motorfest. Models were three XJS's including Merv J's beautifully modified V12 coupe from Beerwah, two Mark 2s, three E-Types and one XK8. A convoy was necessary to ensure that we parked together and was kindly organised by Graham H. Once parked, the marquee and banner (again thanks to Graham) were quickly erected allowing other members including Mike B. to locate us and allowing time to view the other marques on display before the crowds were admitted.

There were a few Jaguars parked elsewhere, a few E-Types, one modified but gorgeous Mark 10 and a superb 1939 SS100 in the Vintage and Veteran display. Also, a nice XJ40 with P plates. So there are younger people who like Jaguars. I caught up with Ron McGrice whom longer term members will remember when he had a white 420G and a vintage caravan. Ron no longer has the 420G but is the fourth owner of a lovely 1925 Citroen 5C. Less than 15,000 miles, top speed 60 kph but Ron says scary at even 55 kph.

Many of the cars had a story displayed and that certainly adds to the enjoyment when viewing. Some puzzlement too as the story board on a Mini said the motor was a 'horizontally opposed four cylinder'. I looked for a Subaru or VW engine transplant but came to the conclusion the owner may have meant to say 'east-west', a period description of the Mini's engine configuration.

It was a most enjoyable day and the Brisbane Register display attracted a lot of interest from the large crowds with intelligent questions (no one asked 'what's it worth?').



British

1955 Jaguar XK140 FHC SE (Phil Atkins)

In 1955 the British car industry was creating some of the world's most desirable cars. Few were more desirable than Jaguar's sleek XK140 sports car, the successor to the extraordinary Jaguar XK120.

Powered by a 3.4-litre Jaguar double overhead camshaft six-cylinder engine, the SE designation of Phil's gorgeous example indicates it is fitted with the optional C-Type Special Equipment cylinder head, 2-inch H8 carburetors, heavier torsion bars and twin exhaust pipes, all of which contributed to a bump in power over the standard 142kW to an impressive 157kW at 5750rpm.

Designated FHC for 'Fixed Head Coupe,' Phil's classic car also includes optional C-Type seats.

Less than 2800 XK 140 FHC's were built, fewer still in this desirable SE trim which in its day could achieve a top speed of 120-125 mph (193-201 km/h), with acceleration times from 0-60 mph (97 km/h) in 8.4 seconds.



ALL BRITISH DAY

15th September 2024
7am

Vivian Street Tennyson Qld 4105

FURTHER DETAILS TBA



THE JAGUAR XK140 IN THE SOUTHERN HEMISPHERE

By John Elmgreen
and Terry McGrath

NEW



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

JDCQ Mk2 Burlblings with Robin Todd

Recently I reread the last couple of versions of “Burlblings” and I was struck by how much like articles in “New Idea” an “Woman's Day” the Burlblings had become. It seemed that we would be soon heading for comments about who had been wearing a green shirt and guess who was seen eating a steak sandwich or some such trivia. Lets keep that for the November Extravaganza.

Speaking of Bestbrook, we had lunch there the other day with a couple of friends we have not seen for some time as they have bought an even larger boat and are in training for their planned sail around Australia. Ray was keen to show us his new acquisition - a Bentley V12 twin turbocharged beast, that he says means that he now needs to buy a Service Station and an Oil Company but he loves using it to go to places like the Maryvale Pub for lunch [to show off], that last little bit was added by me. He is justly proud of his new toy.

We had as goodly crowd at the Warwick Golf Club for lunch and a smaller list of starters for Greenbank Hotel this month. We left home at a reasonable time which according to Google Maps would have had us arriving at about 11.45am so we cruised along at a legal pace remarking on the countryside, how much warmer it was in the car and what a lovely time of the year to go for a drive when suddenly Valerie remembered something she absolutely had to bring with her so we had to go back. Now I have always held the belief that you don't make up time on the road - if you are late leaving then accept that you will be late arriving so suck it up as the saying goes. This comes from long experience driving interstate to Bathurst, Warwick Farm, Katoomba and anywhere there was motor racing in the late 50s and early 60s in my mates Austin Lancer with never a dramatic moment. We didn't set any speed records but we could leave Warwick Farm after the last race and get home in time to shower, breakfast and get to work on time. Similarly for the many years I commuted from the Gold Coast. My sons had it drummed into them “ you don't make up time on the road”. So it was somewhat of a surprise that on the second attempt to get to the Greenwood Pub that I took no notice of my own rules and was going fairly quickly when I crested a rise to find a harvester doing somewhat more than 120k less than me and a Fire Engine with bells and siren coming the other way. I would love to say that everything worked out well because of my brilliant driving [and probably will in due course] but in fact I don't think it had all that much to do with me Upon reflection, I think it all was due to the cold morning making the tacho and speedo read approximately 35% higher than usual. There now, that is solved so all is well and no reputation marred.

We had one other occasion many years ago when we were still living at Capalaba and I was the fairly new Sporting Secretary and I had this rather brilliant idea for a Regularity type event as distinct to Sprints at the then new circuit being built at Yatala down near the Lion Park. I

had made arrangements to go down and they would show me around then do a few laps but a Security system salesman had turned up just as we were about to leave and so we were running late. We got up on Mt Cotton Road and were just getting going when a car appeared with flashing red and blue lights behind the grill. The Cops explained that they thought I was going a bit fast in a 60 zone but I thought I was in an 80 zone which was a bit closer to the actual speed. One of the men in blue explained that it was an 80 zone but was changed to a 60 zone last week and as I lived in the area I should have known. So after painfully writing out my ticket and double checking all the details he asked me if it was my car. I said “ NO “ so he said “Thank you, on your way”. We were in the XJ6 which was registered in Valerie's name. Everything went well for me as I convinced the car's owner that she had to bear the loss of points but as a nice guy I would pay the fine for her. Many months later some well meaning do-gooder in the Club explained to Valerie that my interpretation of the rules was wrong but I'm sure she knew anyway.

We had missed our period of opportunity at the new circuit but they agreed to let me do a few laps to have a bit of a look provided I did not exceed about 60kph. We rather liked the circuit, it seemed to have some nice sweeping bends but the straight was a bit of a concern as it was down a fairly steep hill with as tight bend at the end and no runoff or gravel trap for over excited motor cars. They would, of course, eventually stop but only after going through, or over, a couple of fences and a public road. Seeing that some Jaguars would be very quick cars and the possibility that some of those quick cars might not have changed their brake fluid in many a day and could be subject to serious brake fade after a few really hard stops for this down hill run into a tight corner was a bit of a concern so we decided not to go ahead with this [plan but a bit of a chat to John Teetley up at Queensland Raceway indicated that he was planning a WAGS style event on some Wednesdays to test the need. WAGS being Wednesday Afternoon Gentleman's Sprints, the idea was to be untimed but a chance for people to drive their fast cars fast safely without racing. I explained what I wanted and that timing would be necessary to determine regularity and improvement but I was not interested in fastest. That became the event. Each time we attended I gave the office a list of cars to be timed and promised not to tell the drivers they were being timed and at the end of the day they gave me list of times which provided real data to determine the Club Sporting Champion for a couple years. WAGS proved to be very successful and the Queensland Raceway staff wanted out of the organization role so GEAR was formed. Now for a trivia quiz question. How many of you tear away young wanna be race drivers knew you were being timed?

It being the Winter Solstice I was going to write the main piece about what I think were some of the best of the Club events, that being the Jolly's Lookout Breakfasts

and then go on to the time we had a cocktail night for the ladies up in Esk where we used to go for an overnight before going on to Ian Richardson's for breakfast, and there is certainly a lot of stories out of that weekend, but I seem to have rabbitied on for too long so that will have to wait for another time.

An important change has been made to the "Country Lunch" list and that is that the August Lunch will now be held a week later on the 21st at the Warwick Garden Galore. 21 Albion St Warwick.

JDCQ Classic Monocoque Register

Country : Luncheon
Calendar for 2024

Wednesday 12th June
Greenmount Hotel, Greenmount

Wednesday 10th July
Marberg Hotel, Marberg

Wednesday 14th August
Wild World Cafe, Warwick

Wednesday 11th September
Flavours Cafe, Boonah

Wednesday 9th October
Rudds Pub, Nobby

Wednesday 13th November
Bestbrook Resort, Maryvale

I always sent out a reminder/invite e-mail about a week before so please respond so that we can get the numbers right or nearly right for me to confirm with the venue. Most are pleased to see us and I think it would be nice to keep it that way.

Hope to see you somewhere sometime
Robin & Valerie Todd
Ph 0746648509
E-mail randvtodd97@gmail.com



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Breakfast Club

Aprils breakfast club was well attended with a good selection of XJ40s including 2 XJ40 Sportbrakes, including the museums own car which is currently under a mild renovation by David Marks. The weather held out for everyone with quite a few convertibles putting the top down, myself included.

Inside the museum there some nice additions with a 1930's Bentley Blower demonstrator car and a new local car company Wells and there Vertige, which looks like a nice little sports car.

The next meeting at Gaydon is going to be the Supercharged event on 18th May.



2023 Wells Vertige Founder's Edition

Wells Motor Cars Ltd is a new sports car manufacturer based in Bishop's Itchington—about four miles from the Museum. Its first production car is the mid-engined Vertige, with no more than twenty-five being made each year. 99 per cent of the car's components are sourced within the British Isles and 30 per cent within a forty-mile radius of the factory, cutting down the environmental impact of a global supply chain.

The car was completely designed using Computer-Aided Design (CAD). The interior ergonomics were first tested in a 'virtual reality cave' at the Manufacturing Technology Centre (MTC) near Coventry before prototypes and test cars were built in 2021. The Vertige has a 2.0 litre Ford Duratec engine with uprated throttle bodies and a bespoke Wells ECU map. The gold-plated enamelled badges are hand-made in Birmingham's Jewellery Quarter.

This car is chassis 005 and one of the rare 'Founder's Edition' examples which was a strictly limited production run offered to friends and early supporters of the company. As well as a leather interior by Muirhead and tailor-made Coverdale carpets, it also has a unique gear knob hand-carved from a block of Indian Rosewood. The ergonomic baton-like shape was chosen to perfectly fit in the driver's palm.

Engine: 4 cyl, 1999 cc	Top speed: 140 mph (225 km/h)	Power: 200 bhp
Coachwork: Sports	Price new: £65,000	Registration mark: not quoted



Breakfast Club

Supercar Saturday

Supercharged Saturday was the largest ever breakfast Club with over 750 Jaguars on display, including 450 supercharged models!

May 18th I was up bright and early as I was on duty marshaling the parking for Supercharged Saturday. I was looking after the X100 cars of which we had about 42 cars which were quite stunning when all lined up. Of course all other supercharged marks were in attendance filling the main and overflow car parks with the XFR/XFR-S getting prime location to look down and see the entire car park.

There was a good selection of vehicles in the arena with owners sharing information about their cars, some were just special cars and others were wildly performance enhanced taking power well over 600BHP. Our latest member Paul Honeywell had his car on display and part of the arena vehicles.

The next JBC meeting at Gaydon is now not until August, a midweek event, or the next Saturday event is November, due to clashes with other events at the British Motor Museum.



JDCUnited Kingdom

Credit Trevor Maycock JDCUK





JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg Maryborough and Hervey Bay

3 DAY Trek to DARLING DOWNS

Excitement was abuzz when members of the WBB, Capricornia and Roger from the Sunshine Coast

Registers met at Biggenden for our 3 Day Trek to the Darling Downs. It was a beautiful morning with the sun shining brightly and very little breeze – the perfect weather to commence our very exciting excursion. Morning Tea was held at Mundubbera and it wasn't long before Bob was wielding the whip, for us to quickly get back into our beautiful Jags to travel the distance to our next attraction which was Boondooma Homestead. Let me tell you from experience, that when Bob says it is time to leave you take notice immediately.

This homestead represented a step back to 1847 when the Lawson Brothers along with Robert Alexander established the Boondooma Station. The main surviving buildings in the complex include a stone building and timber house from the 1850's and there is still a structure which functioned as a Postal Receiving Office from the 1860's. The Homestead and Out-Buildings are still in their original location. The staff welcomed us with open arms and after lots of laughter, chatting, reminiscing and eating we all wandered around the station at our own leisure. Once again, we were then summoned by Bob, so off again to our next destination which was Possum Park.

If I thought that the first part of our trek could not be beaten, I was terribly mistaken, because on our arrival to Possum Park, I could not believe what I saw – Underground Bunkers, Troop Train Carriages, Art Gallery, Fire Pits and there in the centre of the property sat a TAA VICKERS VISCOUNT PLANE - I was speechless!! Possum Park was once a Top-Secret Bomb Store to resist the enemy attack - now the invasion is friendly - thank goodness for that. We all had a great time, which included a very informative talk from the Caretaker around the fire pit, viewing the inside of the TAA Plane and checking out the Art Gallery. Our meal that night was a Barbeque which was organised by both Bob and I and it was very obvious from all





JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg Maryborough and Hervey Bay

the chatting and laughter that everyone was having a great time. Possum Park was truly out of this world and the whole experience was just amazing.

Wednesday morning was a very early rise, and I can tell you that I moaned and groaned till we arrived at our next main attraction which was Jimbour House. This is an historical property near Dalby, and it was absolutely magnificent – oh to have lived there all those years ago. As we walked closer to the house all I could hear were OOHs and AAHS from all the members. I think for most of us, this was the stand-out of our tour. We had a Guided Residence and Garden Tour which as you could imagine was quite spectacular and our Tour Guide was so, so lovely. Following this wonderful tour we then had a beautiful Devonshire Tea on the very elegant verandah of Jimbour House. Our next destination was to Oakey and our evening meal was at the RSL – once again lots of chatting, laughter, drinking and attempts to win a few dollars on the Pokies and Keno (which I think did not happen) - Marlene was very lucky - she won \$2.00 – don't spend it all at once Marlene.

Breakfast on Thursday morning was held at Flick Food and Coffee Bar in Oakey. Bob did his usual Car Game Comp throughout our 3 Day Trek and the winners were announced after breakfast. Roger won the Highest Score from 6 cards, Sandy and Bevin won the Lowest Score and Denis and Jenny won the prize for the 4 of a Kind. Congratulations to you all.

Following breakfast our next stop was the Australian Army Flying Museum, which was absolutely great and our Guide, Carter, was very knowledgeable. We were all very lucky to sit in a CH47D Chinook which for me was the highlight. Sadly, Roger was unable to attend this Museum as his very beautiful Red E-Type had a problem with a back leaking tyre. We were intending to have lunch at the Australian

Army Canteen, but it became evident that each of us would have to show Identification and that we would then have to be signed in by an



Great Pics thanks to Gaylene and Sandy!





JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg Maryborough and Hervey Bay

Army Officer, so it all became too hard, so we had a late lunch at a Café in Nanango. Thanks Bob, for all the many, many hours you have put into making this 3 Day Trek an absolute success.

Written by
Gaylene McLean



FROM THE NUT IN THE SHED – No. 11continued By Peter Carlson..

There may just be room to fit in a condensed version of ‘Riverfire’ which occurred during our very dry spring. One morning a vegetation management contractor to Ergon turned up to check for regrowth under the power lines. I made the mistake of telling him about a branch from a huge blue gum tree on the river bank that was overhanging a long span of power lines where they crossed a deep landslip on the bank, adding that it had always been put in the ‘too hard basket.’

He seemed to relish the prospect of a challenge and set off. Soon after, a column of smoke appeared from the landslip. Guessing what had happened I hurriedly filled the tank on the quad bike (the one I didn’t burn up), wet a couple of hessian bags (hard to find now that everything comes in plastic bags) and set out for the river at speed, hoping to contain the fire as everything was tinder dry and there was a strong northerly blowing. At the scene, vegetation man was frantically running up and down the river bank pulling a long hose behind him and spraying large quantities of Grazon (tree killing chemical, now being used as expensive fire retardant) willy-nilly in all directions. He was on the point of collapse so I yelled out to him to try to contain the fire on the downstream bank while I patrolled the upstream bank. There was a patch of irrigated millet growing along the river bank so the only danger was that the fire would

spread along the bank far enough to get around the millet farm, then there would be no stopping it with the wind behind it. With victory in sight on my side I ran out of water and in the distance I could see vegetation man had lost his battle in rough terrain. All the while my phone had been ringing constantly (neighbours who had seen the smoke) so now I answered it. It was my nephew (local fire warden) who was sitting in the dentist’s chair in Maryborough and therefore not a lot of help, so we decided to call the cavalry. At that moment another vegetation management ute arrived from Maryborough with a spray tank full of water, followed by a town fire truck from Gympie then some neighboring rural brigade trucks followed by the local units and neighbours utes with spray tanks in the back. Pretty soon everything was under control and the whole show had turned into a special occasion. That’s when I spotted vegetation man sitting forlornly on the burnt river bank with his head in his hands. As I suspected, he had lopped off the over hanging branch with a pole saw and it had fallen across the wires bringing two of them together causing a spark which had ignited the dry couch grass below. I tried to cheer him up telling him no real harm had been done and it had all happened before anyway. Which it had, a few years ago the wind had blown two wires together at the same place starting a fire in exactly the same spot. On that occasion I was nearby with a tank of spray on the old quad (the one I burned up) and was able to get it down a steep cattle track to the bottom of the landslip and nip it in the bud. He seemed to brighten up a bit on hearing that but as I walked away I could hear him mumbling, ‘what have I done?’ and ‘I’m sure to get the sack now.’ And I’d better stop of I’ll get the sack for waffling on. Until next time..... the Nut.



JDCQ Central Queensland - Capricornia Register

The Capricornia Register was delighted to be invited by the Wide Bay Burnett Register, to join in on their mid-week tour of the Darling Downs. Six eager Capricornia members accepted the offer and on Monday April 29, three shining Jaguars departed enroute to join more Jaguars from the Wide Bay Burnett and Sunshine Coast Registers.

Accommodation for our first night was at the Biggenden Motel where the Sunshine Coast driver, Roger, joined the Capricornia Cats. Next morning the WBB members arrived and the convoy wound its way through the picturesque scenery to Mundubbera where we enjoyed our byo morning tea beside the beautiful Burnett River. The touring group was now complete, with fourteen friends in eight beautiful Jaguars. Following morning tea, the convoy made its way South to Boondooma Homestead Museum & Heritage Complex. Originally established in 1847 as a sheep station, Boondooma saw many changes over the years and is now an award winning tourist venue. Plenty of interesting historical buildings to explore and a light lunch to digest, made for a pleasant visit.

Back in the cars again for the drive to Possom Park caravan park, a short five minute drive north of Miles. Accommodation choices varied between cabins, renovated railway carriages and renovated WWII bunkers; all nestled in a tranquil bush setting. The owners, resident caretaker and resident artist all helped to make our overnight stay enjoyable.

An early morning start on Wednesday for the picturesque drive on country roads heading for Jimbour House, thirty kilometres north of Dalby. Arriving on time for the guided tour and Devonshire Tea, there were many oohs and aahs as Jimbour House came into view. This

sentiment prevailed for the entire four hour visit, while exploring the antique filled two storey mansion, magnificent manicured gardens and many outer buildings.

With the eight Jaguars all parked in a row and not looking anywhere near as shiny as at the outset of the tour, the obligatory look under the bonnet was made before driving on to the accommodation and dinner at Oakey.

Thursday morning 2nd May saw the group gather for a sumptuous breakfast before a few of the friends said farewell. The remaining group visited the Army Flying Museum for an excellent experience. Back on the road again, the Jaguars travelled to Nanango for lunch. Following lunch, the group dispersed in different directions to their respective home destinations.

A huge thankyou is extended to the Wide Bay Burnett Registers' Social Secretary Bob and also his number one support person Gaylene. They obviously spent many hours planning the interesting activities and sight-seeing, combined with good accommodation and meal venues.

Thankyou for another wonderful JDCQ Outing shared with great company!

JDCQ Central Queensland - Capricornia Register

Capricorn Register on the Move

On the 26th of May six Jaguars joined the MG Club in Rockhampton to travel to Baralaba for the annual Classics by the Dawson. It was an absolutely stunning day and all members enjoyed the hour and a half drive out west.

Only two Jags came from Gladstone but were joined in Baralaba by Frank and Marie who were caravanning through the area. Our southern counterparts would be envious of our t-shirts and shorts in our wonderful Queensland Winters.

For this writer it was a wonderful trip down memory lane as the drive passed many important places from my childhood as well as meeting many friends and family who were attending the event. It was a great social outing with members from both the MG Club and Callide Valley Auto Club enjoying a cuppa and a chin wag with our members.

This is an event we are always happy to support as we love the camaraderie of the event and knowing all profits go the RFDS and Capricorn Helicopter Rescue.



John and Gail Newton's winning car at Baralaba



Members enjoying the VIP tent

Cats at the Polo

The JDCQ Capricorn Register was invited to display some of our cars at the Rockhampton Pop up Polo. Six members displayed their cars and were invited to the VIP tent for the event. All members who attended commented that it was a wonderful day and we would like to continue supporting the event in coming years. John Large put his car to good use ferrying people from the helicopter landing area to the event.



Cats at the Polo



Boondooma Homestead



Possum Park



Possum Park

Jimbour House



JDCQ Gold Coast Register

photos by Robin Kup-Ferroth

April Run to Murwillumbah RSL



photos by Robin Kup-Ferroth

Register High Tea at Royal Pines Golf Club



JDCQ Gold Coast Register

photos by Robin Kup-Ferroth

June Lunch at
St. Bernards Mt. Tambourine



Gold Coast CHAIRMAN'S WEEKEND AWAY



This year the Chairman's Weekend Away will be held on 30th August to 1st September and will take us north to Gympie. On arrival we

will visit the Woodworks Museum for lunch (cost Included) and a woodworking demonstration before booking into the Rooms Motel in Gympie. The motel unfortunately does not have a restaurant but the Dragon Garden is close by for dinner. Room service for breakfast is available (not included) but as rooms have kitchen facilities, it is suggested members bring their own breakfast for two days. Saturday will be a trip on the Red Rattler steam train before lunch at the station (costs included). Cost is \$543 couple and \$420 single excluding dinners. Payment by 2nd August please to GC Account – Bank of Queensland BSB 124-001 A/C No. 10224513 (include surname). Members are requested to bring chairs for Happy Hour if possible.

For booking and more information please contact Di Cooper on 0411 176050.

JDCQ Darling Downs Register

Story by Ron Formella Photos by Ron Formella

Annual Poker Run

Well it's the Cold time of year which means our annual Poker Run and AGM.

14 Darling Downs members met at Gatton's Lake Apex for a scenic drive meandering through the winding back roads of the Lockyer Valley. We collected our 5 poker cards at various locations along our journey, the third being at our morning tea stop at the historic Biggs Camp at Grandchester, then traversing the undulating windy roads to Cunninghams Crest lookout. Our final stop for our last card, lunch, and AGM was at the lovely renovated Lockyer Hotel at Forest Hill. Michael Keating was victorious with 2 pairs in his poker hand and his lovely wife Marilyn came in 3rd and Mark Thompson split the pair in 2nd. After a tasty lunch complete with refreshments came our Annual AGM.

With all past committee members thanked for their year's work. This year's nominees were voted in with Terry Whitehouse remaining as Chairman and me Ron Formella finally holding a position of Vice Chairman after 25 years of membership. Kieran Lillis remained as Secretary for another year and the same with Bruce Dascombe as Treasurer.



Ron & Peter go to David Hack Day

written & photos by Ron Formella

Peter Shields and I decided to attend David Hack Classic this year, it was peter's first time and my last attendance was 15 years ago. We met near Gatton and joined the highway right in the middle of the Mazda Mx5 club. Considering it was about 5degrees I was surprised they all had their tops down - me being in my XJS convertible was happy to keep it up and stay warm. We were traveling along the bypass and i had just let all the MX5s pass when a rogue kangaroo split between me and the last Mazda- luckily missing us both and scooting off into the bushland.

Arriving at the Toowoomba Airport just after 7:30am we were surprised to see almost 100 cars already there. We were guided into a British car row with other suitable cars, me with my XJS and Peter with his stunning bright red Mark 1. Over the next few hours we checked out all the magnificent rides and tried to recruit potential Jag Club members. We stayed to see the classic planes flying in and out, and the appropriately styled fashion show, then had a lovely drive home after an enjoyable day with superb weather.



Ron Formella

Impromptu Events with Webmaster Paul Lucas

The Impromptu Events (IE) scheme was introduced by TMR in 2018 and has since allowed owners of Special Interest Vehicles (SIVS) more flexibility in the use of their vehicle.

Each car club participating in this scheme was required to set up a set of rules and procedures for their club, but within the TMR Guidelines. Our club incorporated a set of set of rules and procedures into our By-Laws under By-Law 13.

We have also produced a series of documents to assist and guide our members when setting up an Impromptu Event. Links to these documents can be found on our website on the JDCQ Impromptu Calendar page.

Recently a number of members have posted Impromptu Events on the Impromptu Calendar with a number of important bits of information missing. Details such as start and finish times, route to and from the event, car registration number and contact phone number.

Please take the time and effort to complete this information, and take a printed copy with you, as this scheme is being closely monitored.

I recently attended a classic vehicle event on the Sunshine Coast, and noticed that the police and TMR were active in checking vehicles attending this event. The festival organisers made it clear how important it was for participants to have their documentation in order.

If you are still not sure how to complete an IE entry into the calendar I suggest you follow the excellent **How to Add and Print a JDCQ Impromptu Event** tutorial produced by Tony Brett. This document can be found under the Calendar Tab on our website.

Paul Lucas

JDCQ Sunshine Coast Register

Away Trip 2024 21st - 24th May 2024
Destination: Toowoomba

Words by Wendy Gross
Pictures by the Greasleys and Wendy.

As it turned out, this year's Away Trip became a bit of a fact finding mission ahead of the 50th Anniversary next year. For us, Toowoomba was not a long distance but definitely "Away". There was lots to do and lovely and different scenery. The weather was as ordered, fine all the time, with crisp mornings and golden sunny days
In the end there were 22 of us, a few having to pull out because of health and personal issues, as is the way with people of "our age". Most came in Jags and stayed at Jeffrey's Motel; 2 couples were continuing on after so brought their accommodation with them and stayed across the road.
Quite a few of the group started at Woodford on 21st May with morning tea at Blackbutt where Debbie and John had taken control of a picnic shelter. The road from Blackbutt to Toowoomba via Crows Nest has been fully sealed in the last couple of years and is a very scenic way to get to Toowoomba.

After lunch in Highfields a lot of the party went to the nearby Pioneer Village and enjoyed that greatly. Susan discovered that her father had built the Big Cow at the entrance.

Each evening there was happy hour followed by dinner. The first night most walked across the road to the Southern Hotel. We maxi-taxed to the Garden Chinese restaurant the next and to La Piccolo Papa for the final night. The food was declared good on all nights.



Wednesday was a busy day. First stop was Steele Rudd Park in Greenmount with its replica of the slab hut Edward Hoey grew up in and excellent storyboards. Then it was off to Glengallen Homestead for morning tea and a tour followed by a photoshoot.

We had planned to travel via Allora and Clifton, both of historical significance and prettiness, but because we were running a bit behind time, went straight to Rudd's Pub in Nobby, full of history, for lunch. Most then did a tour of the Sister Kenny museum.



JDCQ Sunshine Coast Register

Thursday, too, was full on. We started with a visit to Cobb and Co Museum, then to Downs Steam. Both are most interesting museums and probably needed longer visits than was scheduled. Col had organised an addition to our itinerary, a visit to Aerotec with its vintage planes.

Friday it was time for home.

We just scratched the surface of the many attractions Toowoomba provides and are looking forward to revisiting next May for the 50th Anniversary.



JDCQ Sunshine Coast Register

Sunshine Coast Annual Ladies' Morning Tea

26th June 2024

Story: Wendy G. Photos: Stu G



We started a tradition in October last year of holding our Register's Ladies Morning tea at Brisbane Motor Museum. Col and Carol are after all SC Register members. Right now the display theme is "Jaguar" so it seemed sensible to bring forward our date since it will be finished by October.

Yes, the Museum is all about cars but the café is very good and the meeting areas super comfy so this is a win-win venue. Both the ladies and gentlemen enjoy going there.

It was a great chance for us to catch up since the last event had been the Away Trip last month. Some of the catching up was joyous-trips, grandkids, projects- and some which showed we are not as young as we would like. The display, too, was excellent. The highlight was the impeccably presented EType belonging to member, Tony Herald. Col Galley has some very nice Jaguars there, too.

Thank you Brisbane Museum staff for making our visit so pleasant and thank you JDCQ for this annual token of appreciation of the female club members.



PAINT AND PANEL

By Mark Thompson - JDCQ DD

Paintless dent repair (PDR), describes a method of removing small dents, dings, and minor collision damage from the body of a motor vehicle whereby the paint remains unbroken. A wide range of damage can be repaired using paintless dent repair as long as the paint surface is intact. Paintless dent repair methods may be used on aluminium and steel panels.

Common practical uses for paintless dent repair is the repair of hail damage, door dings, creases, body/feature line dents, and minor collision damage.

The method can also be utilised to prepare a damaged panel for repainting by minimising the use of body filler.

Paintless Dent Repair can be a very beneficial repair by saving the factory finish on the vehicle, which cannot be replicated nor reproduced. However, PDR does not replace traditional body repair methods. Factors such as paint damage, stretched metal, or an already re-painted panel can inhibit a successful PDR repair.

Stretched metal is when the impact that created the dent pushes the metal beyond the form it was stamped into. One way to illustrate this, if you press your finger into plastic packaging, so that the plastic stretches inward but you do not puncture the film, you achieve a similar effect to that of stretched dents. There is simply more surface area there than what was started with, and impossible to restore shape without heat shrinking. Although, technical and industry advancements have developed greatly in fixing damage that was previously believed to be irreparable via PDR. Glue pulling, Tension methods, and induction heaters have opened the possibility for even deep stretched dents to be repaired to as close to factory shape as possible.

PDR started in early Before the Common Era with the moulding of gold, copper and tin. It debuted in the modern world in 1931 by Frank T Sargent, when he wrote a book titled "The Key To Metal Bumping". This book describes the tools of paintless dent repair and how to use them. Almost 30 years later Oskar Flaig made the first public display on record, in February 1960 during the "International Motor Sports Show" in New York City, USA, later on to become the huge automotive show called SEMA.

Oskar Flaig was an ordinary member of staff at Mercedes-Benz. His job was to take care of the paintwork of all the show cars presented at trade fairs. Damage, scratches on the paintwork and small dents, produced by the public during the day, needed to be re-painted at night, so the vehicles would be in perfect condition the next day. At the trade fair in New York City, Oskar Flaig used a hammer handle to push out a small dent, so he would need to apply less filler before painting. Nevertheless, the result already looked perfect after pushing. After the show, Flaig returned home to Germany and started developing techniques and tools to repair dents. He was eventually promoted to foreman at the Mercedes Sindelfingen plant and started PDR training programs at all branch plants. These techniques were used in Germany for a long time before finally being promoted as a successful way to repair dents in the United States, when Juergen Holzer moved from Germany to Minneapolis, Minnesota and started Dent Kraft (the first recorded business in the United States using paintless dent repair technology).

In other forms of metal working, similar techniques of paintless dent removal, may have been employed as early as the 1930s in automotive assembly plants, and was popularised much later.

The most common PDR techniques utilise metal rods and body picks to push out the dents from the underside of the body panel. Kits can be purchased that include a variety of rods in various lengths and tip shapes. The technician selects the rod that will not only reach the dent but also the best tip shape to gain the best result.

A light with lines strategically placed will show the shape of the dent. Light lines moving out show a concave dent - lines moving in show high spots

High spots are tapped down from the outside using non marring hammers or nylon punch like tools. The skill of the technician starts with being able to read the dent, followed by knowing the best way to access the damage. Being able to observe the position of the rod tip from the outside is extremely important to achieve a satisfactory repair. I had excellent results using this technique in conjunction with applied heat to remove bumper dents to save painting. Glue and specially designed tabs may be used to pull out the dents from the outside of the panel.

Glue pulling technique uses a suitable tab and dent puller, lifting the dent as opposed to being pushed by the previous mentioned method. Often numerous pulls may be required. There are many different types of tools that attached to a tab to lift the dent as shown in the photo to the left. Fine tuning the repair often involves tapping down the repair to remove small high spots and crowns.

Technicians can blend in high ridges and relieve pressure using light hammers with non-marring hammer heads. Cracking or chipping can be avoided with the use of heat from a heat gun, although a re-painted surface has a greater likelihood of cracking. There is also a greater chance of pulling paint with glue pulling if the panel has been repainted.

Until next issue,
Keep it straight and shiny Mark



NUTS AND BOLTS 2024

By Bill McMonagle

The Otter switch

The name of this switch refers to the specialist manufacturer in the UK. Apparently, they supplied all sorts of temperature switch systems not just for the automotive trade but also for applications such as hot water systems and electric kettles.

This switch was fitted to most early Jaguars with SU carburettors including MK7' 8' 9, MK1, MK2 and S type and XK 120, 140, 150 and earlier E types. It may have been fitted to other variants possibly XJ6 S1 but I am not sure.

This "switch" is actually a device fitted in the coolant part of the carby intake manifold incorporating a bi-metallic contact system which is normally closed and makes an earth when cold but opens up when the temperature reaches theoretically 50 C. It nowadays probably comes under the nomenclature of an Automatic Enrichment Device (AED)

When cold with ignition turned on the otter switch closed contacts actuate a solenoid in the starting carburettor (commonly called the "hisser") which lifts a small disc which then allows a much-enriched amount of fuel and some air to be sucked into the intake manifold achieving much the same result as the old choke system used in the pre fuel injected carbies of early cars.

The big problem is that those otter switches are typically now over 50 years old and very liable to failure. I have fielded a number of enquiries on difficult to start early model Jaguars and many times it has been a failed otter switch. I generally recommend disconnecting the otter switch and replacing it with a simple on/off switch accessible in the driver's position. A good spot on a MK1/2 is on the bonnet release cable support bracket above the release knob using a pull on/, push off switch. This gives definitive manual control of the starting system.

A few weeks ago, I was asked to assist in sorting out our late member Lloyd Anderson's collection with the object being to identify parts and get the 9 (I think) cars started and running. A few seemed reluctant to start but after I shorted the otter switch to earth, they came good. That seems to be a common problem in cars that have not been started for some time.

If you really want to preserve originality and stay with the original Otter switch, they are not cheap at around 70 English Pounds and I note a number being advertised on E bay and similar Australian sources for around \$130 to \$140.

Air compressors and tools

Way back in 1998 I wrote an extensive article on air compressors and associated tools. At the time of writing air compressors were quite expensive and so

were the tools such as spray guns and air driven spanners etc. My own triple cylinder 13 cubic feet/min compressor cost \$900 and my Iwata 707 finishing class spray gun was \$130. Since then, I have acquired a couple of cheaper spray guns which are quite useful as primer and undercoat guns and general painting.

A few years ago, I bought a small compressor for my aircraft hangar and it is primarily used to pump up aircraft tyres. However, it is quite capable of supplying air for a touch up spray gun and I have sprayed a number of bits and pieces of aeroplanes. For example, the leading edges of wings and tailplanes take a real hammering in rain and on dirt/grass airfields and touching up paint restores the finish and keeps corrosion at bay.

I noticed in the latest Aldi special buys catalogue for 29 June that they are selling air compressors and air tools. I noted that the air compressor at \$129 claims to be able to develop 8 bar which is 116 pounds per square inch and has a working capacity of 200 litres per minute which is approximately 7 cubic feet a minute. That should be able to handle a small spray gun and definitely pump-up car tyres.

They also advertise a 9-metre capacity retracting air hose reel for \$49.99 which would be quite adequate for most home workshops. I also noted that the compressor and air hose reel come fitted with Nitto fittings which is the standard nowadays. I won't comment on the air tools as experience has shown me that you "pays for what you gets"

This is not an ad for Aldi rather than to point out that air compressor systems have become relatively inexpensive and should be a part of any home workshop.

From the archives This one is from March 1999

How values change

I notice how my name got mentioned in the Jaguar national magazine referring to an ex-Townsville XK 120 for which I had offered to swap two Volkswagens back in the early 1970s. I still think the offer was probably too much when I reflect on the prices we paid in those days. Following are a few examples.

In 1969 I sold a MK 7 for \$300. I had bought it in 1963 for 120 pounds [\$240]. It was understood to be the third one originally sold by Westco in Brisbane. It was a 3.4 manual without overdrive and had a 7:1 compression engine. Paint was good but the interior was about 4 out of 10. It had done 245,000 miles when I sold it.

The same year I bought a 1954 Mk 7 for \$500. It was equipped with manual box and overdrive and had only done 47,000 miles It was sitting on blocks in a shed on a sheep station south of Eulo [west of Cunnamulla] It

NUTS AND BOLTS 2024

By Bill McMonagle

needed new hydraulics for the brakes and clutch which I did before driving it away. The paint and interior were 9/10 and I kept the car until 1979 when I sold it to finance my aeroplane.

In 1970 I bought an Austin Healy 3000 for \$300. The paint was 3/10 and interior 5/10. Eventually I stripped and repainted the car and cleaned up the interior. A RAAF pilot came out of nowhere in 1971 and offered me \$1000 which was accepted as I was trying to put together the deposit on our first house. [The deposit was \$2000.]

Somewhere about this time I acquired two MG TC s for a total of \$400. One was intact except for the conrod through the block. The other was totally stripped down but had a good engine. I intended to make one car out of it all and sell off the parts but work and family commitments [the house] prevailed and I passed on the project to an acquaintance for what I had paid.

In hindsight the two VWs were probably worth \$500 so exchanging them clapped out XK 120 in need of serious work was really a generous swap offer.



The Otter Switch is the rounded device with the red insulator. This car has been modified to manual control.

Until next issue – safe Jaguaring



JDCQ Model Registers

More and more members are now attending JDCQ Model Register Lunches as it gives everyone another excuse to drive their Jag and meet with other members. All JDCQ members are invited to attend as these events are not really model specific.



Classic Monocoque Register

meets the 2nd Wednesday each month, Toowoomba/Southern Downs area.

Check the website calendar for exact location/details.

Crossover Model Register

meets the 3rd Saturday of each month at the Murrumba Downs Tavern, Murrumba Downs at noon.

Check the website calendar for RSVP contact details.

Modern Compact Register

meets the 4th Saturday of each month at the Bottletree Hotel, Glamorgan Vale at 11:30am for 12:00 lunch.

Check the website calendar for RSVP contact details.

**Always check the website event calendar for any changes or cancellations
(www.jagqld.org.au/calendar)**

JAGUAR CARS

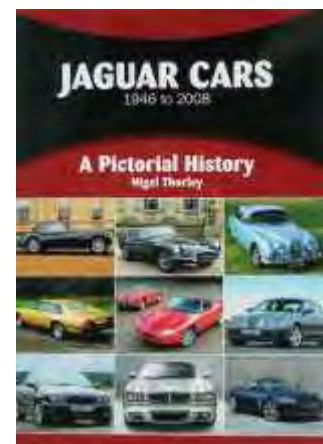
1946 to 2008 A Pictorial History

GB 42: Jaguar Cars 1946 to 2008. Author – Nigel Thorley.
First published in 2024 by Veloce.

With model-by-model descriptions and detailed technical information, this is a great resource for all Jaguar and automotive enthusiasts. It includes information on all Jaguar-branded production cars from the postwar period through to 2008, listing all model ranges and variants. It also features hundreds of photographs from the author's collection, built during his extensive tenure with the Jaguar Enthusiast's Club.

- ÷ Detailed model-by-model comparisons, including changes in model production
- ÷ Body and interior styling identification and differences, along with colour schemes
- ÷ Detailed technical information and specifications
- ÷ Standard and optional equipment details
- ÷ Production figures

If you would like to reserve this book, give your Librarian Ray Hodges a call on 3820 7681 or email: library@jagqld.org.au Enquires for our mail order service to Queensland Regional Register members welcomed. For other books, service manuals, magazines and DVD's go to our website, log on, go to the library and search for the material then click on "Request this book".



Membership News with Stu Gross

Hello JDCQ Members,

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

Elvis & Megan (Megs) Leahy (Sunshine Coast)
Russell Williams (Gold Coast)
Bob & Jackie Gray (Sunshine Coast)



Renewal notices were sent out on Monday, the 3rd of June and the renewal fee (\$105) is due on the 30th of June. Two payment options are available this year. Either direct deposit or credit card via the PayPal link. You do not need to have a PayPal account to use this feature.

If paying by direct deposit, please include REN followed by your four-digit member number (REN**) as the reference. REN**** can be found on your renewal notice.**

If using the PayPal/Credit Card link, it automatically includes your member number with your payment.

The Membership Officer does not send out renewal notices. This is a bulk mailing generated by our Webmaster on or about the 1st of June each year. **Please check your JUNK/SPAM folder if you cannot find it in your INBOX.**

ATTENTION: JDCQ can no longer accept cheques as a form of payment after 1 March 2024 as set forth in the updated terms and conditions issued by Suncorp Bank.

Cheers, Stu Gross membership@jagqld.org.au

2024 MAC'S BRIDGE

Classic Car & Aircraft Festival



SUNDAY JULY 14 | 2024 | CABOOLTURE AERO CLUB
Aerodrome Road, Caboolture

(see reverse for location map and directions)

101 5E

Community Partner



TRIUMPH SPORTS OWNERS ASSOCIATION QLD have been joined by MX5 CLUB QLD and CABOOLTURE AERO CLUB in organising the 2024 event which will be at a new location with exciting new attractions. In addition to the usual car display, visitors will be able to view a selection of classic aircraft exhibits. Three awards for Presidents Choice are to be presented at completion.

FURTHER ENQUIRIES

MURRAY CLARK - murrayclark1@bigpond.com

PEARCE BOWMAN - pearcebowman@gmail.com

ENTRANCE FEES

DISPLAY CAR - \$20 PER CAR

VISITORS (INCLUDING PARKING) - \$15 PER CAR

GATES OPEN

DISPLAY CARS - 7:00AM

VISITORS - 9:00AM



TICKETS



www.eventbrite.com.au/e/2024-macs-bridge-classic-car-aircraft-festival-tickets-833925502627

For more information visit TSOAQ.org.au and click on the Macleans Bridge page just under the logo

JDCQ Modern Compact / Chassis Based Register



Marie trying to get into her foot deep sarnie. Good turn out of great people

JDCQ Monocoque Register

Lunch at Greenmount *photo by Tim Wall*



A little bit of fun



Brutsch Mopetta - 1950s

The Brutsch Mopetta is an outlandish vehicle that never became widespread. A total of 14 units were produced, and according to some sources, only five have survived to this day.

It was developed by Egon Brüttsch in the mid-1950s. The German engineer made a fiberglass body kit, a steel frame, a small windshield, and a motorcycle-style steering wheel with all the levers (brake, clutch).

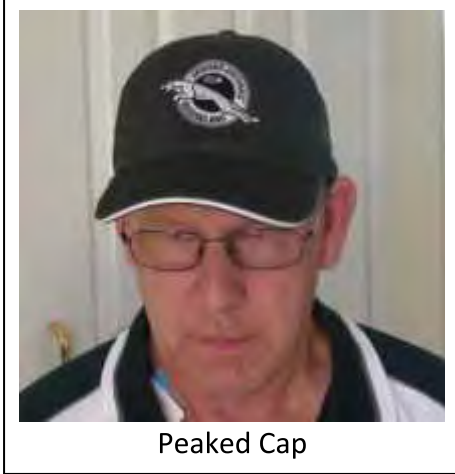
Brutsch Mopetta characteristics:

- engine: ILO-Motorenwerke
- type: two-stroke
- cooling: air
- working volume: 50 cm³
- gearbox: 3 speeds
- maximum speed: 35 km/h
- fuel consumption: 2.5 liters per 100 km
- weight: 89 kg

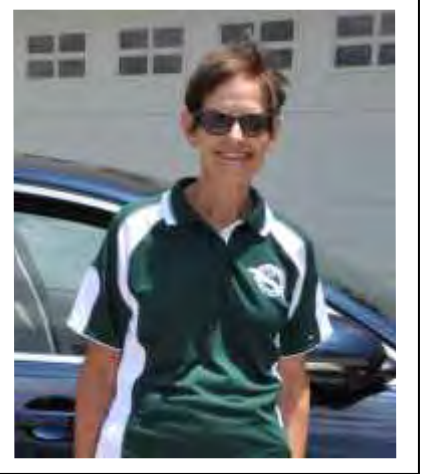
Egon Brutsch actively negotiated with Opel to establish mass production of the Brutsch Mopetta, but nothing worked out - production was stopped in 1958.

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.
Shirt sizes from mens small to 4XL and ladies style from Size 8 to Size 12
 Sun protection UPF 30.
 Shirt material 50% polyester, 50% cooldry (breathable comfort of cotton and the quick dry of polyester)

Name _____ Membership Number _____

REGALIA ORDER FORM			
Shirt Size	Price	Postage (if required)	
1 st shirt	\$ 30.00	\$ 11.00	\$
2 nd shirt	\$ 30.00	\$ 5.00	\$
Caps	\$ 15.00	\$ 3.60 or \$ 0.00 with a shirt	\$
Bucket Hats	\$ 15.00	\$ 3.60 or \$ 0.00 with a shirt	\$
Grille Badge	\$ 33.00	\$ 3.60	\$
Window Sticker	\$ 2.00	\$ 1.20	\$
Replacement Name Badge with magnet	\$ 12.50	\$ 3.60	\$
Replacement Name Badge Magnet (only)	\$ 3.00	\$ 1.20	\$
Total \$			\$

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

Or post to: JDCQ at PO Box 3513, South Brisbane Qld 4101

Payment by bank transfer to: JDCQ BSB 484799 Account 02 4567 129

(giving your surname or member number as reference)

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To advertise, please contact Paul Lucas - Mobile 0481 490 334 Email info@jagqld.org.au

Please do not send adverts to the editor

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Email: georgemccallum@bigpond.com Location: Sunshine Coast



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Email: rossbm@bigpond.com Location: QLD



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Contact the Treasurer: treasurer@jagqld.org.au



possible new project

photo caption: Ron Formella's

JDCQ Committees & Officials 2024

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Gold Coast Register	Di Cooper		0411 176 050	dianecooper580@gmail.com
Wide Bay Burnett Register	Arthur Bock		0408 761 474	aergbock@bigpond.com
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Regalia Officer	Toni Pearce	0427835173	tonigericke@hotmail.com
Editors:	Robert & Toni Pearce	0427835173	tonigericke@hotmail.com

Model Registers Queensland

Chassis Cars

Terry Whitehouse 0409 072 500



SS, MkIV, MkV



XK120, XK140, XK150



C-type, D-type



MkVII, MkVIII, MkIX

Classic Monocoque

Bill McMonagle 0418 647 981 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

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XJ40



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Terry Whitehouse 0409 072 500



S-type



X-type



XF



XE

Crossover Register

Stu Gross 0498 203 227



F-pace



I-pace



E-pace

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.

PRIMARYMEMBER

PARTNER MEMBER

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

Title....Surname.....

First Name

First Name.....

Preferred Name

Preferred Name

(Badge Name)

(Badge Name)

Postal Address.....

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

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

Details of Jaguars/Daimlers Owned

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

For more Jaguar/Daimler details use reverse side

Membership (1st July 2024 – 30th June 2025):

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

Part year Membership (If after 1st January 2025, membership expiry 30th June 2025):

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

Part year Membership (if after 1st April 2025, membership expiry 30th June 2025)

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

Total Payment Made	\$
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Office Use Only	
Entered in Database	
Membership No:	
Welcome Letter	
Current Magazine	
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Badges Given/Sent	
Regional and Model Register Advised	

Signature**Date.....**

Payment may be made by direct deposit.

PLEASE USEYOUR SURNAME AS REFERENCE.

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

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