

Queensland

JAGUAR



Driver

March - April 2024



Official Journal of the Jaguar Drivers' Club of Queensland

Print Post Publication Number 100023288 \$10.00

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Queensland Jaguar Driver March - April 2024

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



Hi Everyone,

I hope you all had a great Christmas, and the New Year has started well for as many of you as possible. Our Christmas was somewhat spoilt by a terrific hail storm, the night before Christmas Eve, as we waited for the SES to come to cover our roof, the next morning, there was a terrific storm and as Terry and I sat in

our lounge having a coffee, water flowed freely down through our ceiling fan and by lunch time we had water running down inside walls and out through the skirting boards. Men came from the insurance to make the house safe, carpets ripped out, some electrical sockets, some lights, air conditioner, ceiling fans had to be disconnected, extractor fans and lights in bathroom and toilet gone, we have a camping light in there now, concrete bedroom floors and black plastic over our lounge ceiling to cover the Mold, the Mold in the back bedroom, according to the 'check the damp' man, on Tuesday, is because water is still coming in through that ceiling and its still over the top on his damp reader, lovely stuff.

Just after Christmas I signed up for 'Laps for Life' a cause to aid in Youth Mental Health and Suicide, I was prompted to do this because the 22-year-old son of a friend of a friend, committed suicide on Christmas Eve and although I didn't know him or his parents it affected me a lot. So, I have committed to swim 240 x 25m laps over the month of March, easy you may think, but I can't swim, so I am permitted to do it with a floaty pool noodle to hopefully stop me from drowning. I've been practising and am doing quite well with 'Stanley', my noodle. I won't win any prizes for style or speed, but I'll get the job done. Thank you to those of you who have donated to my fund, I will be recording my laps throughout March so you can see my progress.

On a sad note, we have lost another very valued member of the club, in the passing of Lloyd Andersen, when you finish reading this magazine, please make sure you turn to the back cover and give a final farewell wave to Lloyd.

That's it from me, travel safe, stay healthy and have fun, until next issue, your Editor June

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Cover Picture



A stunning 1988 Jaguar XJS Convertible,
beautifully restored by Ron Formella

Next Jaguar Driver Magazine.

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

MARCH - APRIL 2024 EVENTS

Brisbane Register

- Friday 15th March 9.30am Brisbane Motor Museum Exhibit, ' Seen on the Screen'
RSVP Joy Cooper 0419732091
- Tuesday 16th April 7.30pm Bi-monthly meeting at venue Brisbane North Side TBA
- Wednesday 17th April Lunch at Scenic Rim Aratula Hotel (see flyer within)
Advise Lucy Saunders 0413130009 or email bowden8@hotmail.net.au before Monday April 15th.

Capricornia Register

- Saturday 16th & Sunday 17th March Appletree Creek Flying High Bird Park accommodation in Bundaberg
(invite WBB to join in)
- Sunday 21st April Meeting and BYO morning tea at Tannum Sands Rotunda,
Lunch at Tannum Sands Hotel
- Sat 25th &/or Sun 26th May Raglan Old Station Fly in details TBA .
Sunday Baralaba 'Classics by the Dawson' Car Show, lunch at Banana
(Join with the MG car club, to be finalised)

Darling Downs Register

- Tuesday 5th March Richard's Darling Downs Coffee/lunch morning
contact Richard 0746351051
- Wednesday 13th March Classic Monoque Register Lunch Railway Hotel Allora
contact Robin 46648509
- Saturday 23rd March Modern Compact Lunch at The Bottletree Pub Glamorgan Vale
contact Terry 0409072500
- Tuesday 2nd April Richard's Darling Downs coffee/lunch morning
contact Richard 0746351051
- Wednesday 10th April Classic Monoque Register Lunch Bull & Barley Hotel Cambooya
contact Robin 46648509
- Sunday 14th April Darling Downs Picnic Run
organised by Mark & Helen details TBA
- Saturday 27th April Modern Compact Register Lunch at Bottletree Pub Glamorgan Vale
contact Terry 0409072500
- Tuesday 7th May Richard's Darling Downs coffee/lunch morning
contact Richard 0746361051
- Wednesday 8th May Classic Monoque Register lunch Golf Club Warwick
contact Robin 46648509

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.

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Gold Coast Register

Wednesday 6th March	Mid Week Brunch at Greendays Café	D. Hogan 0413878098
Sunday 17th March	Lunch at Beaudesert RSL	D. Cooper 0411176050
Monday 25th March	Monthly Meeting	
Wednesday 3rd April	Midweek Run	D. Willmott 0408455249
Sunday 14th April	Sunday Run to Murwillumbah	A. Danks 0437532475
Monday 29th April	Monthly Meeting	
Wednesday 1st May	Mid Week Run to Miami Tavern	T. Ross 0475001197
Sunday 19th May	High Tea @ Royal Pines Golf Club	D. Hogan 0413878098
Monday 27th May	Monthly Meeting	

Sunshine Coast Register

Wednesday 6th March	Mid Week Brunch at Greendays Café D. Hogan 0413878098
Saturday 16th March	Crossover Register Lunch Murrumba Downs Tavern RSVP Stu stu12dozen@gmail.com
Tuesday 19th March	St Patrick's Day Picnic
Tues 21st - Thurs 23rd May	Away trip to Toowoomba will be held at The Phoenix Hotel.

Wide Bay Burnett Register

Sunday 17th March	This will be a Shed Day at Arthur Bock's place at Maryborough BYO morning tea and lunch will be held at Railway Hotel Tiaro
Tuesday 30th April/Wednesday 1st May/Thursday 2nd May	This will be a three day Venture to the Darling Downs Area see itinerary flier inside magazine.
Sunday 19th May	This will be an outing to Gympie, morning tea at Helltown Café, Gympie then visit to Roadside Relics and lunch will be held at The Phoenix Hotel.

NOTICE OF MEETING

Agenda of Special General Meeting

To be held on Monday 8th April, 2024 at 7.15 pm

The Office of Fair Trading requires that a Grievance Procedure be included in our constitution and that we submit our amended Constitution to them for approval by 30th April 2024. The procedures will be active from 1st July, 2024.

A Special General Meeting has thus been called for 8th April 2024 at 7.15pm by Zoom to move the required Constitutional changes.

Motion: That Section 12a, copying the Model Rules Grievance Procedures of the QLD Office of Fair Trading sections 12A-12F, be added to the Constitution of the JDCQ under the heading of Grievance Procedures .

For more information on these Model Rules see <https://www.publications.qld.gov.au/ckan-publications-attachments-prod/resources/a316dc7b-fce7-4c77-9500-232459d91f50/model-rules-grievance-procedure-preview.pdf?ETag=97cb56e432c56a10d564574b5a62bd08>

This will be the only business of the meeting

Jaguar Today



President Di Cooper

Hello everybody,

Hope everyone has recovered from all the crazy Qld weather we have had over the last few months, we certainly have not had many opportunities to give our "CATS" their legs to have many runs.

On Australia Day some of us from the Gold Coast Register went to Canungra and met the E-Type and F-Type Register who had made an early run from Brisbane. Good to catch up, but very pleased I did the drive in air conditioning as the morning was extremely hot. We did not have an official function on the Gold Coast for Australia Day, but those of you that did I'm sure you enjoyed the day.

I would like to acknowledge the passing of Lloyd Anderson.

Lloyd and Lorraine joined the Qld. Club on 11/01/1999, Member No. 2760. During his time in the Club Lloyd was Brisbane Register Chairman, Qld. Club President 2008 and 2009 and Lloyd and Lorraine were made Life Members in 2018.

During his time in the Club Lloyd was the go to for the Classic Cars Model Register and the Concessional Registration enquires. Lloyd, with Lorraine's help, held many shed days on their property and also held "school days" for the judging for State and National Concourse judging. The work he did behind the scenes for many display days will be a hard act to follow.

At Lloyd's funeral on Monday 19th February was well attended with Members travelling from Wide Bay Burnett, Sunshine Coast, Darling Downs, Gold Coast and Brisbane Registers.

On behalf of the Club I would like to thank Lorraine and Family for the opportunity we have had to know Lloyd, we will miss him.

The Club Calendar is filling up, but please let June know what your Registers are doing so it can go in the Magazine, and also advise Paul so information can be on the website. We have had some trouble with the website, but Paul says everything should be working properly now.

Remember all Register outings are open to all Members, please if you want to attend let the organisers know as some venues want positive numbers on who is attending.

Looking forward to a great year for the J.D.C.Q.

Di Cooper, President.

Australia Day Canungra



Eight of us in six cars met at Oxley where Geoff Rowe's Lotus 11 replica was the centre of attention.

It's an interesting drive via Springfield, to Greenbank and then south down Teviot Road to Jimboomba. The growth of new suburbs along Teviot Road, exemplified by Everleigh is astonishing and slightly alarming. The developers are really cramming houses in there! (Thank you Mirvac!) Less intense development continues along the Jimboomba to Mundoolan Road and even out to Canungra. Canungra is a quintessentially Aussie town, despite rapidly growing and yuppifying over the last 20 years. Our destination, the Outpost Café has been a regular E-type haunt for many years.

Thirty three of us enjoyed breakfast, and it was great to see a strong turn-out of Jaguar drivers from the Gold Coast. Our numbers meant that we were accommodated on the eastern veranda where we were slightly discomforted in full sun until the awning became effective.

After brekky a smaller group made its way to Angelhurst, Tery Hurst's unique English Village in Tamborine. Many thanks to Tery for his generous lamington-fuelled hospitality.

Photos show some of us and our cars at Angelhurst.

Regards, Clive Arnold E-type Register



JDCQ Brisbane Register

FORT LYTTON OUTING

Fort Lytton National Park was the meeting place for the Brisbane Register of Jaguar Drivers Club for its annual Australia Day picnic. An array of Jaguars and other cars were parked on the grass beside the Brisbane River. People greeted each other and began their morning tea with huge lamingtons supplied by the Register, with many calling for the mosquito spray to quell the biting hordes.

An arranged tour, with volunteer guide Greg, gave us the history of the fort built in 1881 and used for the defence of Brisbane up till the end of World War 2. In that period of time many modifications were done to accommodate newer and more sophisticated equipment. It is a fortress concealed behind grassy embankments, surrounded by a moat. Access is by a foot bridge now, but originally it was a draw bridge. When military function ceased the fort fell into disrepair, but in 1963 till 1989 the Caltex Lytton refinery owned and preserved the fort. Now it is managed as a National Park for its cultural heritage status.

Greg gave a passionate talk about the various guns and their position and range up the river, and the mines that were placed across the river. Fortunately the guns were never fired in anger. The facts and figures were mind boggling.

Many people were heard to comment that they had lived in Brisbane all their lives and had not known of the significance of the fort. It was a steamy day, but well enjoyed by all.

Following the tour, we all sat down to enjoy our picnic lunches and a good old chat. Then we packed up as rain was quickly approaching.

Many thanks to Neil and Jenny for organising this wonderful outing.

Kaylene and Marten



PS! The Committee was very pleased with the day's attendance and friendly interaction of new and longer term members.

JDCQ Mk2 Burblings with Robin Todd

February 2024

Well here we are in a whole new year full of hopes and expectations. However before we get too far into the new things I might take a little while to wrap up last year seeing that I did not manage to do this little column for the December issue of the magazine

November ended up just a little short of a disaster. In short because of hackings and viruses I didn't get to send out the invitation notice for the planned Country Luncheon and end of year Christmas Party. That fell to a very helpful Paul Lucas and because my email address was by now not functioning I never received any acceptances but that was covered by a blind guess that turned out to be exceptionally accurate. The bigger problem arose a couple of nights before the big day when I decided to print the much awaited trivia quiz. Now it might seem to a casual observer that we just think up a few silly questions and mess it up anyway on the big day, but actually the search for suitable questions goes on for most of the year. Valerie has pages and pages of questions she has collected over the previous year by the time I start to get involved a couple of months before "T" day. Anyway back to the main story on that fateful night I suddenly found that I couldn't print the questionnaire or the answer sheets so after a lot of scrabbling about with bits of paper, old used envelopes and newspaper cuttings we came up with what we think was a fairly close approximation of the real masterpiece. Valerie wrote it all out in a big round hand however it was with a blue pen on paper with blue lines which I deemed to be too difficult to read in a state of heightened excitement at the due time so I rewrote it all with a firm black pen in my own scrawl that also proved difficult to read on the occasion. It all worked out ok with a bit of tolerance from our luncheoners and the right person won.

One last thing, a few days into the new year and Valerie was busy reading something or other and she said "your Mothers family came from Ayrshire didn't they? So here is a couple of questions you may be able to use in this years trivia. There was a poet who lived in Ayrshire called Robbie Burns and he wrote a poem called Tam O' Shanter - you should be able to get a question or two out of that." I laughed and in response to what's so funny I pointed out that we had done exactly that just 6 weeks ago. She said that when she mentioned it the whole thing sounded familiar.

Into 2024 with a new computer and even a new e-mail address [randvtodd97@gmail.com] we kicked off our new rounds of Country Luncheons with a visit to our usual starting place the Club Hotel in Clifton [the pink one]. It has recently been sold, the previous owner having been very unwell last time we spoke but the new owners seemed to know all about us and made us welcome.

Peter turned up with his very nice the Sherwood Green Mk2. I know that because back in October, I think, at Rudds Pub in Nobby Peter and Tim engaged in a long and seemingly fruitful discussion on the colour of their Mk2s Barry and Kay turned up with their "E" Type, Perry and Helen had their new to me Jaguar 4X4 thingo. I'm not totally familiar with the Jaguar OFF-Road type vehicles although I'm sure they are wonderful, or so I'm told by some rather nice people I know. I still live in a comfortable old world where Land Rover produce a good range of elegant, luxurious and very capable OFF-Road vehicles whereas Jaguar produce a good range of elegant, luxurious and very capable ON-Road vehicles. Anyway at least I know it was a Jaguar because as I walked past I could clearly see in the middle of the grill the H or N shaped bracket that that used to hold the Jaguar growler badge. We had the red car as did Ally. I was going to go on and on about how the lunch table was strewn with rose petals and chocolates because of Valentines day but that would be a stretch too far although I'm sure there were a few chocolates floating about. The idea of the scam was to make sure to anybody who didn't come along that they really missed something significant. Bill and Honor usually fly up to Clifton Aerodrome where we pick them up for the run into town. Bill was a bit concerned about the weather and the likelihood of storms so decided not to come. As it turned out it was a wise decision as on our way home we ran in to a real heavy downpour that required me to call on all my driving skills developed over the last 67 years - I slowed down a bit [lot].

Having just written that, I started to remember, or daydream, about the years gone by that actually was last century when we first started to organize runs, in those days, in the name of the Mk2 Register. Bill and Honor along with Barry and Kay go right back to the very first one. How about that - I think its just great. Wouldn't that be a good tie break question for our next Trivia quiz. I must get Valerie to write that down, its too hard to read my writing.

I had a look at the Bathurst 12 Hour the other morning. For the first time ever I didn't get up in the early hours to watch the parade of bright headlights for a couple of hours. What I saw was alright if you didn't mind there being no Jaguars running around. I was a bit disappointed that the local commentators saw fit to concentrate their efforts on the Mercedes drivers at the expense of our own Warwick lad in the Porsche, who by the way won the race. The commentators repeatedly said that Matt Campbell in the Porsche had the fastest car completely ignoring the fact that he did not even get into the top 5 in qualifying but I guess it is what it is. If you really want to see Jaguars racing then you need to watch the E-Racing series but be warned have a good book handy 'cause it was more interesting watching my boys with their scalextric things 40 years ago, and the noise is no different.

JDCQ Classic Monocoque Register

Country : Luncheon
Calendar for 2024

Wednesday 13th March
Railway Hotel, Allora

Wednesday 10th April
Bull and Barley Hotel, Cambooya
Wednesday 8th
MayGolf Club, Warwick

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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LUNCH IN THE SCENIC RIM

Wednesday April 17th
Aratula Hotel

6841 Cunningham Highway
– before Cunninghams Gap
- an easy and pleasant drive.

New a la carte menu with new owners-
excellent country style pub food.

If you have a sweet tooth Lucy recommends
the bread and butter pudding with burnt
caramel sauce- big serves too.

Arrive about 11.30am for coffee,
otherwise about 12.00 for lunch.
Simply choose from the menu and pay on
the day.

Please advise Lucy Saunders 0413 130 009
or email bowden8@hotmail.net.au
before Monday April 15th



Jaguar Drivers - Theatre Evening

QPAC South Bank Brisbane.

Wednesday 3 July 2024 7.30 p.m.

Gather for drinks / meal downstairs in the
Courtyard from 6.00 p.m. River end .

TICKETS:

Group Concession. \$89 Group Seniors \$119
(Normal Price for these tickets is \$149)

Please pay Brisbane Jaguar Register

BSB 484 799 Account 506 117 953

Due Date 15 April 2024

Contact Jeanette Lind 0417 920 780

TINA DURATION: 2 hours & 45 minutes, includes 20-minute interval TINA WARNINGS:
Age recommendation: 14+

Production warnings:
This performance contains scenes of domestic violence, sexual abuse, firearms, drug use, coarse language,
racial slurs, strobe lighting, loud music, theatrical haze, and the simulated smoking of cigarettes.

Casting notice: The producers cannot guarantee the appearance of any particular artist at any performance.
No refunds or exchanges will be offered as a result of an artist's unavailability to perform at any
performance.



Caboonbah Bunyip Picnic

Sunday 28th April 2024

11.00 am to 2.00 pm.

Lovely drive and BYO picnic

Live music by [Aria Cook](#)

Car clubs encouraged.

Facebook Events [Caboonbah Church](#)

email caboonbahchurch@gmail.com

or call John Somerset 0417 618 899

Historic Caboonbah

H.P. Somerset is the namesake of
this region including the dam.

He, and other local families, built
Caboonbah undenominational
church in 1905.

It is available for community use.



About the Bunyip Festival

An initiative to encourage community,
wellbeing & the sustainability of this historic
building and surrounds

[Click here to register](#)

Entry \$20 / car (+ ticketing fee)



Optional "churches working together" service to be held at 2pm

QUEENSLAND HISTORIC MOTORSPORT EVENTS 2024

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FRIDAY 16 FEB

16-18 Feb* **TTT Day & Super Sprints**
Open to Modern and Historic Cars

Morgan Park
Raceway

26-28 April* **Autumn Historic warwick**
Open to all 5th Category Cars

Morgan Park
Raceway

5-7 July* **Shannons Motorsport Festival**
Celebrating 60 years of Mustang
Open to Modern and Historic Cars

Queensland
Raceway

17 - 20 Oct* **Historic Queensland**
Open to all 5th Category Cars

Morgan Park
Raceway

These events are organised by:

Historic Racing Car Club (Qld) Inc.

www.hrac.org.au info@hrac.org.au Phone: 0424 321 072

* Bluebird - HRCC has provided for these events to race plus during 2024 for these dates.
However, availability may vary, some events are brought forward, postponed or cancelled.

JDCQ Central Queensland - Capricornia Register

Capricorn Cats Are Back

Twenty- three members of the Queensland Jaguar Drivers Club, Capricornia Register braved the stifling heat and humidity for our first outing of the year to Awoonga Dam near Gladstone. The Rockhampton and Yeppoon members had an early start and most chose to leave their classic cars at home in favour of airconditioned comfort. As the club had not met since early December, everyone had lots to catch up on and morning tea flew by. We were all wishing we had a boat as the heat was quite oppressive but that didn't stop our fearless group from firing up the barbecue for lunch. There were comments around the amount of fishing boats we saw on the water which led to a discussion about who had the biggest Barramundi, Rocky or Gladstone? John Newton assured us, tongue firmly in cheek, that it was definitely Rockhampton. Early afternoon saw members make their own way home.



February saw the club at Early Birds Café in Rockhampton for our first meeting of the year. We enjoyed morning tea followed by an informative meeting. We are happy to welcome news of new members Colin Young and Julie-Anne Cubit as well as Len and Michelle Felesina. Changes were made to the drive calendar with our next outing being moved from Childers Bird Park which is closed for renovations to Callide Dam near Biloela. Members then drove via the scenic route to Kabra Hotel for lunch.

Five questions with Kris

I asked long time Jaguar driver and club member about his history with Jags

1. When did you buy your first Jaguar and what was it?

I bought my first Jag when I was 23, it was a 1959 Mark 9 and I kept it for 45 years.

2. What are you driving now?

I have an E type, 1969 Series 2+2 and a 1956 XK140 Coupe. I bought them both as wrecks out of the United States and have restored them.

3. When did you first join the club?

Gail and I first joined the Queensland club in 1972, we were living in Emerald at the time and Capricornia register was not yet formed. We were members for 10 years and during that time we went to National Concours which was really exciting. We joined again in 2017 and have loved being part of the club.

4. What is the best thing about being a member?

We just love the fellowship, we don't live in each other's pockets and we have a great cross section of people who just all great along really well.

I love the mechanical side of the cars where other just love the look and the way they drive. It makes no difference why you are there, we all love the cars and the friendships.

5. What is your dream Jaguar?

I love what I've got, although I wouldn't mind one of the last XJS's.



JDCQ Darling Downs Register

DARLING DOWNS REGISTER ANNUAL HISTORY RUN

This year about 22 members of Darling Downs Register set off for their annual history run.

June (that's me) was in charge of organising the event and I chose the Jondaryn Woolshed. Most of us met up at Oakey, but Kieran met us at the woolshed, as did Val and Colin. It was a very interesting day, our entry cost was \$37.50 and this included our morning tea of damper, scones & tea/coffee and also included our Ploughman's Lunch.

Morning tea was under the verandah and while we ate, we were given a very interesting talk on the Jondaryn Woolshed and Darling Downs farming. We then made our way over to an open green space to watch the Whip Cracking demonstration, Mark was keen to have a go with a little bit of success but amazingly, the girls, Jeanine and Kara outdid him with some rip-roaring cracks, well done girls.

Our next attraction was the Shire Horses, particularly Max, a most beautiful gentle giant, he was enormous, we had some photos taken with him and a lovely group photo around him, which he took very much in his stride. After lots of pats for Max and a very interesting talk on Clydesdales we made our way over to the sheep dog yard, to watch two different dogs, both Kelpies, round up about 10 sheep, moving them wherever the instructor was telling them to, both were quite young dogs but very obedient and already knew their job and loved it.

We were then off to the shearing shed, this was full of different types of shears that have been collected over many years, and again the staff gave us a full history of the shearing and how it changed over time. Lunch followed, in an air-conditioned room, plentiful food and very welcome after trotting around from here to there. Coffee/tea followed which we enjoyed while we had our register meeting then our raffle. It was a very enjoyable day, always good to go to places where the staff are friendly and know their stuff. Thank you to those who contributed towards the raffle prizes and to everyone for attending, another great event.



Vale: Lloyd Andersen



Lloyd Andersen: 1948 - 2024

Chairman of the Brisbane Register of the Jaguar Drivers Club Queensland 2018 to 2023, and at times Librarian, Secretary and President of the JDCQ through 2004 to 2010. Dedicated Jaguar affectinado of all Jaguars from his grey S5100 and XK120 to the more modern models like his 2009 XK and his X Type.

I first met Lloyd as a co-judge at our great 2003 National Rally in Tewantin. Even in the early days I was impressed with his knowledge of our Jaguar cars, even down to the use of single screws in each model we judged. Lloyd was always a 'fountain of knowledge'. A top engineer devoted to Jaguars.

subsequently on many occasions I drove with him when we had the E Type early morning runs. He was a great participating in events such as the Celtic Festival, The Opera in the Vineyard and The Opera at Jimbour Festival. It was the cars that drew Lloyd to the festivals — — not the opera, although he willing listened to the musical renditions. It was the camaraderie of the club members Lloyd enjoyed. He was well known for his devotion and talent, even interstate.

Lloyd was a quite unassuming man and if you pricked the surface he had an ironic sense of humour.

We will mis you mate Lloyd.

Ian Lind

Vale

LLOYD JOHN ANDERSEN

I have been given the Honour of writing the vale for Lloyd which is no easy task.

To me Lloyd was chameleon, exposing parts of himself bit by bit as he came to know you, I always looked forward to meeting him and having a chat.

When I decided to step down as President, the first person I asked for advise was Lloyd, his on piece of advise was "step down and do not worry about what the new president was up too".

For all the years I have know Lloyd, I find it hard to put down on paper what my heart wants to say, so I leave with, "Thanks Lloyd for everything".

Jim Reid



WHY I JOINED ECURIE ECOSSE

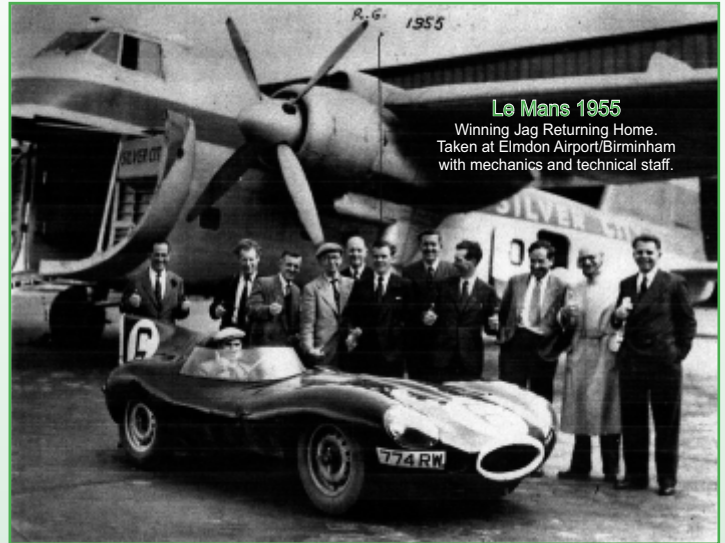
BY RON GAUDION

I was very happy working for Jaguar but my interest was in gaining experience. Jaguar only engaged in three racing venues a year, Silverstone (their local circuit), the 24 hour at Le Mans and the 12 hour at Reims. There was no indication that I would be a permanent 'team member', so I decided to have a chat with 'Wilkie'Wilkinson, the Chief Mechanic with Ecurie Ecosse, when he would be coming to collect two of the three cars they had ordered with the teams transporter. When he arrived I introduced myself and said, "I believe you need another mechanic," he replied "Yes, but you would have to see Mr Murray, our Patron. We will be racing these two cars at Aintree, over the weekend, come up and speak to him." So, that's what I did. I asked Mr Murray what his agenda was for the next season, (1956), he told me he intended to enter fifteen events, both in the U.K. and on the continent. I quickly calculated that's 15x3=45 cars to be prepared and serviced under racing conditions, (great for experience). I said "Sounds good, what are the wages?" "Eight pounds ten shillings per week," he replied. "That's not much, I'm getting eighteen pounds at Jaguar," I told him. He told me even his top man 'Wilkie' was only paid ten pounds. (I realized later that in Scotland the going rate for a mechanic was eight pounds ten shillings, whereas in England it was twelve pounds) I then asked about expenses and was told it was thirty shillings a day, for each day you were away from base, which would cover meals and accommodation. I said, "OK I will come over for ten pounds a week plus expenses". "Done", says he "When can you start?" I told him to give me a fortnight to give notice to Jaguar and then I would join them.

When I joined it was getting towards the end of the racing season, which runs for six months, March to August inclusive. Ecurie Ecosse had entered the three cars in the final race of the season at Crimond, an airfield circuit outside Aberdeen.



Le Mans 1955
Mike Hawthorn - Lofty England - Ron Gaudion - John Cooper



Le Mans 1955
Winning Jag Returning Home.
Taken at Elmdon Airport/Birmingham
with mechanics and technical staff.

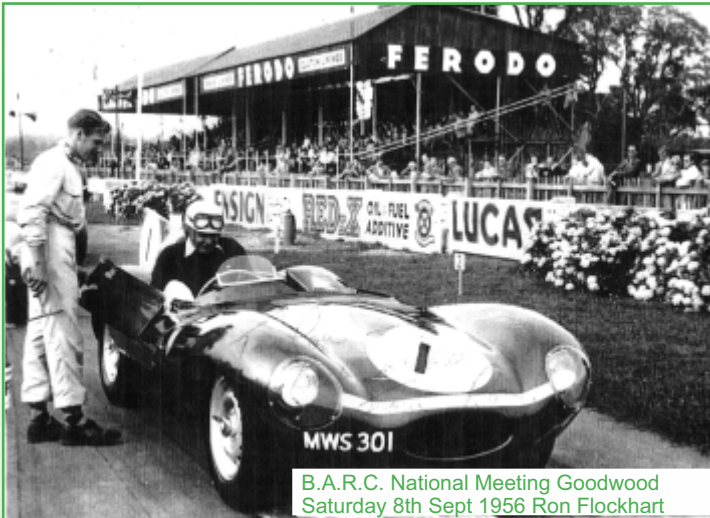


Le Mans start 1955

After that, Winter would set in, so it was a good time to lighten the cars where possible and do some work on the overhead gear, this, Wilkie claimed would increase the engine rev limit from 5800 to 6200 RPM.

The first race of the 56 season was at Snetterton in South East England. We, that is. Stan Sproat, the other mechanic and I, had also fitted new brake pads over the winter months.

We arrived on the Friday, practice was on Saturday morning, one race in the afternoon and three short races on the Sunday. David Murray (DM) said when you unload the cars, do a few laps to bed the brakes in. So, Wilkie was in one car and Stan and I in the other two. After three laps we came in, DM said to Wilkie, "I had the stop watch on you, getting slow in your old age" (joking of course). Now, Wilkie, in all due respect, had pre war, been a riding mechanic for Billy Cotton, (Band leader of some renown) at the old Brooklands track, and later was preparing M.G's and driving them at times. He was a wizard at tuning SU carburettors, but hopeless when dealing with Webers fitted to the D Types, the XK 120's and the C Types which



B.A.R.C. National Meeting Goodwood
Saturday 8th Sept 1956 Ron Flockhart

Ecurie Ecosse were running in '53 and '54 were ,of course fitted with SU's. Well, anyway, this comment from DM must have played on Wilkie's mind, because he said, "Stan, when you went passed me the car sounded a bit fluffy, I will take it out and check it ". He was certainly going 'great guns'when he passed the pits, but was going far too fast for the right hand corner at the end of the short straight , locked up the front right hand wheel and proceeded into the freshly ploughed inner field, the nose of the car dug in, did 3 nose for tails, throwing Wilkie out on the first loop. Naturally, the car was extensively damaged, with Wilkie sitting up in an adjoining furrow, with only a bruised knee. We didn't hear what DM said to Wilkie, but he was not at all happy, it meant the car going back to the 'works' for repair.

The team then raced at Oulton Park, Silverstone, then Goodwood before going to the continent for the next four races . Ecurie Ecosse had entered one car for the 1956 24hr Endurance race at Le Mans, drivers were Ron Flockhart and Ninan Sanderson.

Ron was a mechanical engineer, drove an Austin Healy, and was a test driver for BRM, he also flew a WW11 Mustang, a very serious competitor.

Ninan had a second hand car yard in Glasgow and raced an XK 120, he was an amateur driver who liked to have fun, a bit of a prankster and rough around the edges .

For the '56'Le Mans the works had entered 3 cars, our pits were adjacent to each other. Within the first couple of laps two of the works cars had an accident, at the end of the Mulsane Straight, hitting a spinning Ferrari, both Jaguars and the Ferrari were out. The leading Jaguar, with Hawthorn driving, started 'missing'at the 12th lap, after numerous pit stops, changing plugs to no effect, the next time in the pits the bonnet was lifted with the motor still running, you could see a white mist pulsating, #3 injection pipe had a hairline crack, (it was the first race using the new Lucas fuel injection system) Fortunately, a spare set of pipes were carried under the passenger seat and after replacing the offending pipe, there were no further dramas. During this time of frequent pit stops, Hawthorn dropped from running 1st down to 12th, by the end of the race the Hawthorn/Bueb car came in a very credible 5th.



Le Mans 1956
Peter Collins - Ron Gaudion - Stirling Moss - Ron Flockhart
Ninlan Sanderson - Far Right "Wilkie" Wilkinson - David Murray

The E.E. entry driven by Flockhart/Sanderson came in 1st, beating the Aston Martin driven by Moss/Collins, by 2 laps. This was the first time that a private entry had won this prestigious event. Then onto Reims 12hr race, 3 works cars entered, 1 from Ecurie Ecosse. The race had been in progress for 11 hours and 57 minutes, the works cars 1,2, and 3 and the E.E car in close 4th. Lofty had their signaling board out showing the finishing order, Haw, Ham, fair on the second last lap Jaguars running 1,2,3,4 in line astern. Come the last lap 100 meters from the finishing line, Duncan Hamilton dropped down to 3rd gear, planted the foot and passed Hawthorn to the line, Duncan was immediately sacked for breaking team orders. Still more drama, here we were waiting on Flockhart to finish behind the works cars, but no Flockhart, on looking back along the pit straight, about 200 meters back, going very slowly was Flockhart, on the very last lap, on the last corner he broke a half shaft, fortunately all D types were fitted with ZF limited slip differentials, and he was able to crawl to the finish line and maintain his 4th place.

Why did Hamilton defy team orders?? Duncan had overheard one of the team mechanics saying there was no replacement in the immediate future for the D type and Jaguar would be retiring from racing after this season. So, being Duncan he wanted to go out with a big win. In truth the D type, after 3 years was past its use by date. However, Duncan continued racing D types at local club events, and on the continent, he owned 2 production models.

Let's now fast forward to '57 'Le Mans, with no works entries, 5 privately entered D types would hold up the prestige of Jaguar, 2 from Ecurie Ecosse , 1 from Ecurie Belge, 1 from France and 1 Duncan Hamilton. The 2 entered by E.E were

Long Nose ex works cars , one being the fuel injected car (there by lies a tale) For the start of the '57'season Jaguar sold the first of the long nose models to E.E. the second one being the fuel injected 3.8L model, Lofty England was reluctant to deliver the car before Le Mans. David Murray was on the phone weekly chasing it's delivery but Lofty kept making excuses. The 'fact of the matter' was that Lofty didn't want Wilkie 'tinkering'with the fuel injection system, (he did not have much faith in Wilkie) So a compromise was suggested by Lofty to David Murray, send Ron down 10 days before, he can help prepare the car, we will bring him up to speed with the new injection system, the new quick change brake pads and a few other improvements and he can bring the car with the others we are preparing and deliver the car in time for scrutineering on the Wednesday. We, actually, arrived in Le Mans on the Tuesday.

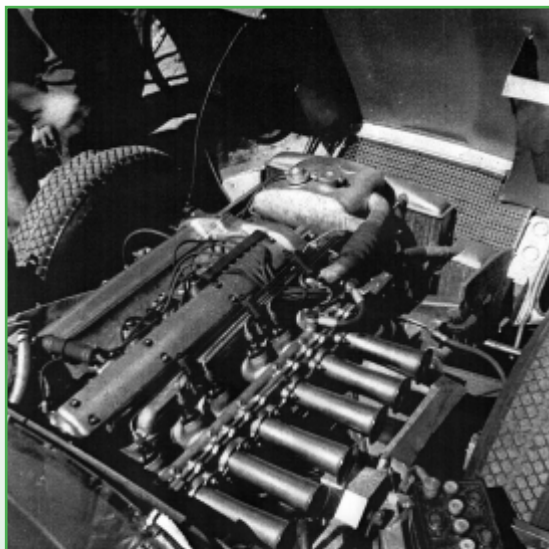
Drama :- Just follow the car in front. Lofty, the morning we left the factory, "We are going to fly the cars over via Bristol Freighters, 2 in each plane, from an airfield down south, I will be using country back lanes, keeping away from the highway, Just follow the car in front". Easier said than done. Lofty was in the Hamilton entry, followed by Len Heyden in the French entry, Ted Brooks in the Belgium and me in the E.E. car, tail end Charlie. About half way going down these country lanes, it was easy going, no traffic, then all of a sudden, a farmer with a tractor/trailer, fed up with waiting for the cars to pass, he shot out in front of me and for the next half mile I was forced to follow him at 20m.p.h (impossible to pass in the narrow lanes) until he swung left into an opening into a paddock. Where was the car in front? Nothing in site, didn't know which airfield, so catch up if I can. So, then was my best drive in a D type, I dropped down to 3rd and stepped gently on the metal, at about 80m.p.h I selected 4th gear and would you believe I got 'wheel spin 'doing 100m.p.h, yes, the road was slightly damp, due to a heavy dew overnight, so concentrating on the road ahead, and now doing a little over 150, I spotted the car in front, a sigh of relief, no further drama.

We landed in Cherbourg and drove the cars across France to Le Mans, I peeled of to the South towards Loeu, a small town where we had our base, in the Hotel Ricordeau, some 20 minutes from the circuit. David Murray was there on the roadside with Sandy Arthur and the transporter, tail ramp down ready to drive straight in, lock up, ready for scrutineering on the morrow, the 2nd car was already on the top rails. I won't bore you with the details, but suffice to say, the D types came in 1,2,3,4 and 6, a loan Ferrari coming in at 5th. It must be said that it was the best performance by privately entered cars, up against the might of Ferrari, Maserati, Aston Martin and other factory teams. We packed up, loaded the transporter and proceeded to the hotel welcome, where David Murray, in anticipation, had arranged a celebration dinner for the drivers, girlfriends, timekeepers and we humble mechanics, a great night.

Next morning it was of to Monza in Italy, for the 'Race of two Worlds', Monzapolis, where the Americans wanted to race 10 of their Miniapolis cars, against European cars, it was for the following weekend.

With thick heads from the previous nights celebrations, our cases on board, off we go. The transporter moved one metre and "crack" the nearside rear spring decided to break the main leaf, so all out, wheels off, remove spring. While Stan and I were hard at work, Sandy had located a local spring works, who could make a new one, ready for the afternoon and after a bite to eat we were off. Sharing the driving, we drove through the night ,all of Tuesday (race finished on the Sunday, we lost Monday) and Tuesday night arriving at Monza in time for the scrutineering at 3pm on the Wednesday, (sleep, sleep, sleep) for practice on the Friday, racing was on the Saturday.

There was a case of Champagne for the first driver to be in front on the opening lap. Jack Fairman, using all 4 gears, passed over the line first, to the utter surprise of the "Yanks", they had been lapping a lot faster than us, however their cars only



1956 3.8lt 'D' Type Engine with Lucas Fuel Injection & wide angle head.



Setting Cam Shafts

had 2 gears, Jack used this to his advantage, next time round there were three Indy cars leading.

The race was of 500 miles, broken into 3 heats, with 30 minutes in between. As it turned out the Indy cars suffered badly with suspension problems, on the rough track. The Americans needed the breaks to replace shock absorbers, the 3 D types ran perfectly throughout. The Indy cars finished 1,2 and 3, the D types came in 4,5 and 6, followed by 3 Indy cars, 4 had retired. If the race had of been 500 miles with no heats, we would have come in first, second and third. The Americans were impressed with our performance.

A bit of trivia. Jack Fairman's nickname was "Flashjack" Why? Because he was immaculate in his dress code, always in a sports jacket and cravat with a neatly trimmed moustache. After the Monzapolis this was changed to "Fearless Jack" Why? Because, during practice one of the D types threw a tread, due to the stress on the tyres of speeds in excess of 150m.p.h when on the steep banking at each end of the circuit. Dunlop, our tyre supplier recommended, due to the excess heat generated and the down force encountered, the higher up the banking the less loading on the tyres. (Keep in mind the D type had a fully enclosed body, heat build up was tremendous), therefore Fairman was circulating so close to the top of the barrier, that he took the bonnet handle, safety strap and the first coat of paint, travelling well in excess of 160 m.p.h, hence the well deserved "nickname" Fearless Jack.

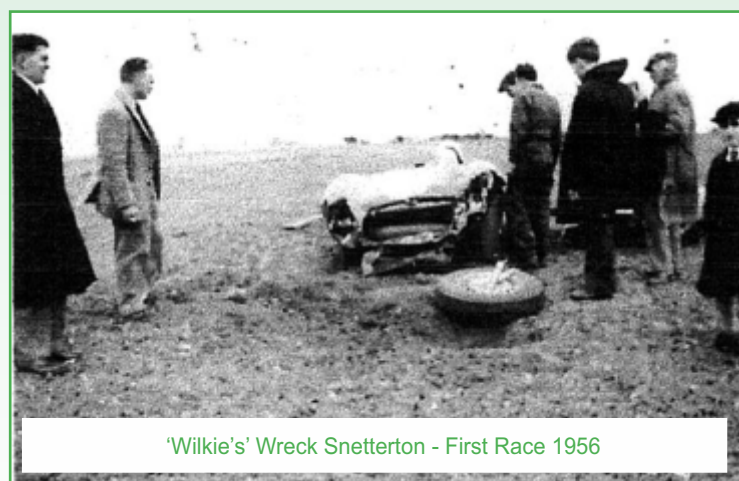
Our drivers were Jack Fairman, Ninian Sanderson and John Lawrence.

Trivia.

As my parents were to visit the U.K. and the continent on holiday, May and I, who had been engaged for 12 months, thought it a good idea to "tie the knot" during their visit. I was to meet them in London on the 1st July, Monza was the previous weekend, not enough time if I was to return by transporter. I had mentioned previously to David Murray, my intention to marry and to meet my parents in London, therefore I would have to miss Monza. No way says he, we have 3 cars running and we need you, let me think about it and I will get back to you. The very next day he said he had solved our problem. John Lawrence, who is driving his own personal XK140 DHC, is returning home on the Monday and would love to have your company, as far as London. Who is Ecurie Ecosse (Team Scotland) E.E. David Murray and "Wilkie"Wilkinson formed E.E. in November 1951. They encouraged three wealthy young Scots who were racing XK 120s to run as a team, with David Murray running the team as "Patron". E.E. were participating in race meetings throughout 1952/1953 with XK 120 roadsters. In 1954 E.E. purchased 3 Jaguar C types, with money from outside interests. In 1955 they bought the first 3 production D types, which they ran for the next three seasons. David Murray was a chartered accountant, owned two hotels and a wine shop in Edinburgh. He also had a small garage, Merchiston Motors, in Merchiston Mews, a very old area, with double storey blue stone buildings on each side, originally the ground level were stables, with residences on the upper level, the Mews is still paved with large cobble stones. Merchiston Motors occupied four converted stables, with spares and a small machine shop in the upper level on the north side of the Mews, whilst opposite on the southern side was E.E. in two converted stables, next door was the office/reception area and the upper level had David Murrays and Wilkies offices and toilets.



Dulton Park U.K. 1956
RG. Sandy Arthur, Stan Sproat



'Wilkie's' Wreck Snetterton - First Race 1956

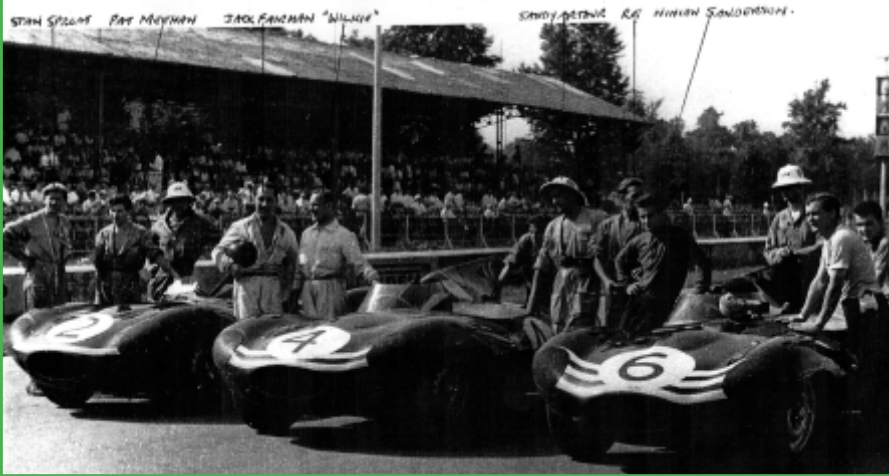
Wilkie Wilkinson was English, he had, pre-war, been a riding mechanic with George Easton at Brooklands Raceway, later he was with Billy Cotton (Band Leader) and finished up being chief mechanic for Bellvue Garage, running a team of M.Gs for the Evan's family, with an occasional drive.

The Drivers.

Ron Flockhart a mechanical engineer, a test driver for BRM, drove for Connaught F1 and also Austin Healy. A very quick, safe driver, who took his driving very seriously.

Ninian Sanderson who ran a used car yard in Glasgow was a little rough around the edges and liked to play

On the 'Grid' Monza - Our 3 Cars, 2 Longnose, 1 Product Car 1957



jokes, was a good steady driver. John Lawrence owned and ran a garage in the village of Cullen, on the North Coast, he was also a good steady , serious driver, particularly endurance races. He raced an XK 140.

Reserve Drivers.

Ivor Bueb ex "works" driver owned and ran a garage in Cheltenham, drove F2 and F3 cars.

Jack Fairman an automotive engineer who worked for Daimler, also a "works" driver.

Archie Scott Brown had disfigured short legs with a normal body torso, but

without a right hand, this was due to his mother contracting Rubella during pregnancy. He use to wrap a bandage around his wrist to help hold the steering wheel. He was only 5ft tall and because of his short legs we use to put in a special seat with an extra 4 inches in the seat and a 9 inch scwab behind him. A very quick driver, He drove a Formula 1 Connaught and was signed as a "works" driver to Brian Lister, who developed the very successful Lister Jaguar.

Mechanics.

Stan Sproat who joined E.E. in 1952 served in the Navy during the war. A good all rounder.

Pat Meehan , apprenticed to Merchiston motors, an Irishman who was a part time E.E. mechanic, used for the Milli Miglia Monzapolis.

Myself, full time during the racing season, March to August inclusive, late 1955 to February 1958.

Transport.

We used two ex, Glasgow converted buses. A single decker 1928 Leyland Tiger, grey in colour, which carried one car plus spares. The other was a cut down double decker, which carried two cars, one above the other, with space behind the driver's cabin for personnel. It was a 1936 Leyland Tiger, green in colour, both many times around the clock. Sandy Arthur, Transport Driver, was employed full time by Dobson Transport Company, on loan to E.E. for each season. He was responsible for spares, travel documents and in charge of our expense money. He drove the two car transporter, Stan and I shared the other .

When the season finished Stan and I would rebuild the cars for the next season.

There was five months over winter when there was no work to be done. I approached David Murray and suggested that I sign off for five months and return by the first of March. He was delighted as he would be saving five months of dead wages.

I visited the Merchant Marine office in Leith, (the Port of Edinburgh) and sat an exam for a Marine Engineers Ticket. I was successful, being allotted to the SS Marshal in Cardiff, as 5th Engineer, bound for U.S.A. Fortunately, for me, each time I went to sea, the ships were on round trips, returning in time to take up where I had left off with E.E. It was ideal for David Murray and me.

E.E. in 1957, entered one car in the Milli Miglia (1000 miles) on the 11th May, with Flockhart the driver, roughly 10 hours, only stopping every 250 miles for fuel. Starting at Brescia, first pitstop at Pesard, then Rome, Bologna, then back to Brescia. Using the highway down the east coast then through the mountains to Rome, then up through the centre back to the start – finish line.

Sandy Arthur, Pat Meehan and myself were to cover the race. Stan Sproat and Wilkie Wilkinson were to attend to a race in Spa, in Belgium the same weekend, taking one car in the grey transporter. Driving the green transporter with two cars on board, (we were whilst on the Continent to race in the M.M, Nurburgring, Le Mans Monza and in Sweden) we left Edinburgh early morning on the 4th May, driving to the "cross channel "ferry at Dover to Calais, then down the



1957 Le Mans - Ron Flockhart with Ivor Bueb

centre of France to Grenoble, then over the Cenise Pass into Italy. We started to climb towards the pass, very heavy going, a lot of 1st and 2nd gear work, when the engine gave a cough and promptly stopped. With all the low gear work the exhaust manifold was glowing a "cherry red", causing the plastic fuel line (with internal tension spring) to collapse, touching the hot manifold and burning a hole, lost fuel pressure. (thankfully it didn't catch fire) No spare fuel hose in toolbox, what to do? Fortunately, on driving through London, I had purchased a new shirt, which was within a plastic sheath, wrapping a part of the plastic around the fuel line, held in place with welding wire and held back out of harms way. It worked well, as a matter of fact it held up until our return to Edinburgh. (



There was no way we could get a replacement for a 1936 Leyland on the Continent)

As we approached the Border Control, the Officer came out of his office to tell us "the Pass is closed" due to a heavy fall of snow. No alternative but back track to Grenoble. We tried going by train, but when the transporter was on the flat top, it was too high for the tunnel. So, via Nice, Monaco, Genoa, then north to Milano then east to Brescia.

Count Maggi, a promoter of the Milli Miglia, invited Ecurrie Ecosse to stay with him and the Contessa, in their beautiful ancestral home. Cassa Maggi (Castle Maggi) at least 400 years old, sitting on a hill, surrounded by 100 acres of a working farm of cattle, dairy herd, vineyard and a large vegetable garden with fruit trees. It was in the village of Coleno, a few miles inland from Brescia.

The castle and numerous stone horse stalls, converted into garages, machinery sheds and work shops, with servants quarters above. Mr & Mrs Murray were entertained in the castle, whilst Sandy, Pat and I were to share the servants quarters.

Count Maggi, pre WW11, was racing a Bugatti, his ride on mechanic, Baccoli, who had a gammy leg and used a cane, when walking, (due to an accident racing) was responsible for the maintenance of the cars, trucks, tractors and other farm machinery. The Bugatti was in one of the better restored stables, Baccoli was only too pleased to show us the finer points of this magnificent machine, and was delighted to inspect the 'D type', he was mystified with the disc brakes and torsion bar suspension and not having a chassis. Needless, to say, we were looked after like royalty by the staff.

It was an early start, 5am, cars were numbered by their starting time, with one minute intervals, our car was numbered 513. Pat Meehan was at the start, I was at the first stop at Pesaro, Sandy Arthur was at Rome (half way) with the transporter, (just as well)

I had set up the first stop on the forecourt of an Esso Service Station, (Esso supplied a mini fuel tanker with hose and nozzle attached) just around from a sharp right hand corner. The locals, numbering a couple of hundred, were crowded opposite and all over the roadway. As cars were accelerating from the corner, the crowd would part just wide enough for the cars to go through. This was a dangerous sport, as some would brag that they had touched the car on the way through. (No wonder some were killed or injured)

Trivia. Flockhart, who was in 13th position on starting, was now running in 5th position. He was in a hurry, stopping abruptly, strain showing on his face, jumped out, thumbs up (meaning everything was ok) and moved quickly behind me. I had flipped the lid of the fuel tank, inserted the nozzle and started filling, I then looked back and there was Ron, relieving himself on the rear wheel of the tanker. The crowd who had been quite noisy came to a hush and as the strain left Ron's tensed up shoulders, the crowd went ahhh in sympathy. Ron zipped up, turned round with a huge smile and wave, the crowd went crazy, shouting Bravo, Bravo. No one had thought of a comfort stop, we had provided him with sandwiches and lemon juice with a long plastic straw, but didn't think of comfort stops. We had all been up at 4am for breakfast and it was to be a 10 or 11 hour drive.

After Flockhart left Pesaro, I was to proceed to Bologna for the third and last stop.

Whilst waiting for Flockhart to appear, Taruffi driving a Maserati came through first two and a half minutes in front of the Marquis De Portago, (a Spanish aristocrat) driving a Ferrari. As the Ferrari approached the pits, it was quite noticeable that the front of the car was shuddering badly, both front wheels were bent and out of balance, obviously through hitting kerbs going through some of the villages. Alphonso, as he approached, was giving hand signals not to worry about changing the wheels, pointing behind him, just re-fuel.

As it turned out, it was a bad decision. Whilst re-fueling with 30 or more gallons of fuel, the mechanics could have quite easily have changed both wheels. Alphonso, knowing that Taruffi was only just ahead, was thinking that with the new auto-strada from Bologna to Brescia, he would be able to catch Taruffi and win this very prestigious event. Alphonso De Portago took off accelerating like a bat out of hell. On the auto-strada accelerating hard, when either one or both front wheels collapsed, sending the Ferrari into the spectators standing at the roadside, killing 11, himself and his navigator. The Milli Miglia, being run on public roads, no way possible to police 1000 miles. Each year 2 or 3 pedestrians were killed by very fast moving cars, this seemed to be acceptable until 1957. So, due to this horrific accident, the race has been terminated.

Meantime, word came through that Flockhart had pulled out at Rome. Due to the heavy fuel load, going over the very twisty mountain road, with the fuel sloshing from side to side, the tail section holding the tank, decided to part company with the main centre section, Flockhart just managed to make the Rome pitstop. Sandy Arthur, having the green transporter, was able to load the damaged car and head with Flockhart to the Nurburgring in Germany, for our next race, 1000kms.

Stan Sproat and Wilkie had taken the grey transporter, with our first ex "works" long nose to Spa, in Belgium, both races being on the same weekend, then to meet up at the Nurburgring . David Murray had entered two cars in the 1000km at the Nurburgring in Germany, drivers to be Flockhart/ Fairman and Bueb/Lawrence, in a field of 79 on the treacherous 14 mile mountain circuit, they finished 8th and 11th.

Then on to Le Mans three weeks later. It was decided that Pat Meehan and I take the grey transporter, with the damaged M.M. car to the factory at Browns Lane, for repair a.s.a.p. Pat taking the transporter back to Edinburgh and return to pick up the repaired car, three weeks later and meet us at Monza. Meantime, as Lofty had suggested, I was to help prepare our 2nd long nose, as mentioned previously. Scrutineering for Le Mans was on the Wednesday, practice on Thursday, Thursday night and Friday. Race started at 4pm on the Saturday. All competing cars had to be in front of their designated pits by 10am, gates then closed for any further entries. Final scrutineering then took place, officials with three different colours of paint, then put a dab on all four shock absorbers, a different colour on the battery, and another on the starter motor. If any changes were made during the race, immediate disqualification, only two mechanics could work on the car during pitstops, the driver counting as one. Therefore, the 2nd mechanic could not jump down until the driver was on the pit counter. Should it be necessary to change a wheel, then the spare carried in the car must be used first. A quick lift jack may be used, providing a small jack with tools are carried in the car, usually under the passenger seat. If the decision is made to change a wheel, the used wheel must be returned to the boot. In the D type, the fit in the boot is very tight and when the car has been re-fueled, the weight of the fuel distorts the shelf that the tank sits on (a rubber bag) at least 8mm and it is impossible to get a wheel in or out. So, therefore, do the change before re-fueling.

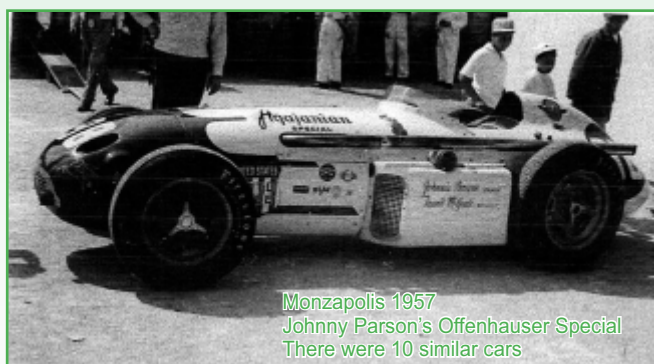
At 3.45pm the cars are pushed to the start line, side by side facing out. At precisely 4pm the flag is dropped, the drivers, who have been standing on the other side of the track, run across, jump in, start their engines and away.

Back at Monza.

We were all staying at the same hotel, after the race, John said, "Be in the car park tomorrow at 9am and we will head off". So, Monday morning at 9am, no John, 9-15 I ring his room, no answer, at 9-30 I ring again, no answer, I could only wait. At 10am John appears with a gorgeous Italian 'lady', he has a smirk on his face, sorry Ron I got caught up, I give him a smile and a wink, he then introduces Gabriella, and says we will be dropping her off at Lake Como on the way. (Gabriella's parents were living in retirement on the northern shore of this lovely lake)



Cassa Maggi 1957



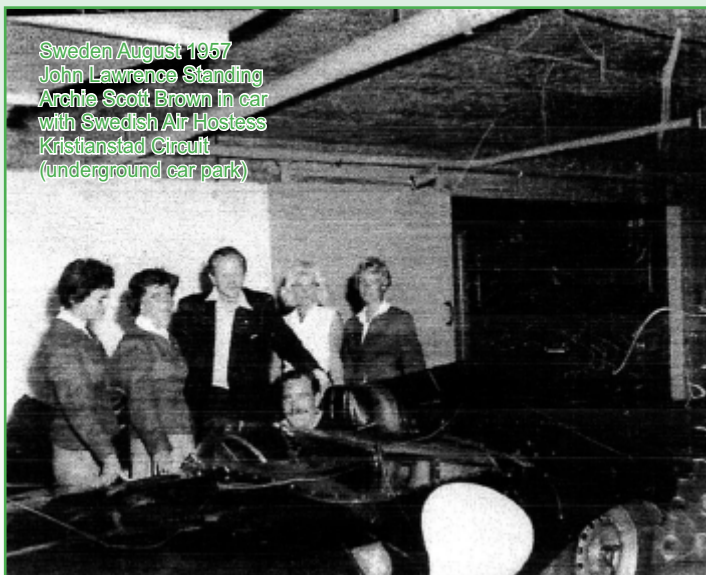
Monzapolis 1957
Johnny Parson's Offenhauser Special
There were 10 similar cars

So, off we go, being an XK 140 I'm sitting sideways in the back. We approach the ferry on the southern side of the lake and being a 'gentleman' John suggests we see Gabriella to her door. On arrival, after introductions, her parents insist we stay for lunch. We finally get away reaching the car at about 3pm. It was a beautiful sunny day, we decided to drop the hood. John says, "I will get you to London in time, don't worry". We head off towards the mountains and the Cenise Pass, (now open due to the warmer weather) Cruising along at about 85 m.p.h there was a long right hand curve, John was drifting over the yellow centre line, and low and behold, on the apex of the corner were two motor cycle cops, talking to two young ladies. I looked in the side mirror and yes, both Polizia were kick starting their bikes and after us. I had visions of spending the next couple of days in an Italian prison. So, John, put your foot down, they are after us. Now, we were in a righthand drive vehicle driving on the righthand side of the road, so I was the eyes looking ahead. We were now doing over 100 m.p.h and fast approaching a very large truck with a car coming towards us, can't pass yet and police gaining on us, on coming car passes, now, John, first turn off, take it, a change down to 3rd, foot down, 4th gear foot down, up to 130m.p.h. police falling away, a turn off to the left, we take it and thankfully lose the Polizia. Later in the afternoon as we approach the Alps, storm clouds start to appear, time to stop and put up the hood. About 9pm, halfway into the mountains, all hell breaks loose, thunder, lightening and heavy rain, it's pitch black, John is driving with caution, when we hear a loud backfire, engine stops, all dashboard lights off and smoke appears from under dashboard, we smell burning rubber, John de-clutches and selects neutral and coasts to a stop. Pitch black and rain pelting down. John says, "There is a torch in the glove box, you're the mechanic, fix it". On opening the bonnet it was obvious that the coil bracket had broken in half, coil had fallen in between the cam covers and shorted out the main wire to the ignition switch. My toolbox was in one of the transporters, my suitcase was in the boot, with, thankfully, a small coil of wire, How come?, you may ask. At Silverstone, the last meeting we had attended in the U.K. before moving to the Continent, I had caught up with the Lucas Rep, and told him I wanted to purchase a small coil of wire, to rewire some of the wiring on my MG-TA, in need of some TLC. He said he didn't have any with him but would see me in Le Mans with a coil. He was true to his word, hence the life saver in my case. On opening the boot, low and behold, a plastic raincoat and the XK tool roll had the tools I needed. I cut off two lengths of wire, one to replace the burnt out one from coil to ignition switch, the other to tie the coil out of harms way. O.K. let's go, a total of 15 minutes lost.

We made the Cenise Pass about midnight and as we moved into France the weather was on the improve. We made Genoble for an early breakfast and caught the midday ferry at Calais for Dover. John dropped me off at the Strand Palace Hotel in London at 3pm, a couple of hours before meeting my folks. "I said I would get you here in time", says John. I thanked him and asked him if he had Gabriell's phone number, laughing, he thumped me on the shoulder, jumped in the car and headed off home to Scotland with his right arm out, giving me the finger in deep laughter. After two days of catch up, I hadn't seen my parents in four years, although in constant contact by letter. I then caught the train to Middlesborough, taking the overnight ferry to Brussels. Stan and Sandy were there waiting for me. We left the grey transporter at the ferry terminal, to be picked up on our way back. We headed off in the green transporter with both Long Nose D types, to the 1000klms race at Kristianstad in Sweden, our last race of the season. Driver pairing was Fairman/Sanderson and Lawrwnce/Scott-Brown. In a field of 32, only 21 finished, E.E. finished 8th and 11th.

On our return to Edinburgh it was rebuild the cars and, for myself, it was get ready for my impending marriage in three weeks time. I had met the love of my life, May, at a lovely ballroom, called 'The Cavendish', close to Edinburgh Castle, my first month in Scotland, two months later I was away for five months as a Marine Engineer. On my return, I once

again went to the Cavendish and May was also there, that's when we started courting, that was March 1956, and as mentioned earlier, married in September 1957, spending our honeymoon on the Channel Islands of Jersey and Guernsey. We left in February on the MV Fairsea, and six weeks later we arrived in Melbourne and I introduced my new bride to Australia. I must say that May has loved Australia from her first day ashore, and 62 years later she thinks it is the best place in the world. A month later I joined BP Australia as an Automotive Lubricants Engineer and three months later was Racing Manager for Victoria, as well. After 26 years with BP, I was offered a 'Golden Handshake and retired on the Gold Coast, that was 1984, and we are still here.



Sweden August 1957
John Lawrence Standing
Archie Scott Brown in car
with Swedish Air Hostess
Kristianstad Circuit
(underground car park)

JDCQ Gold Coast Register

Gold Coast Register 10th Anniversary of Wednesday Events



Gold Coast Register run to Hinze Dam



The JAGUAR XK 120 in COMPETITION Racing and rallying in the UK and Europe

GB41: The Jaguar XK120 in Competition. A Pictorial History by Dr. James Fraser. Edited by Paul Skilleter. First published in 2018 by PJ Publishing Ltd.



Four years in the making, this book is easily the most comprehensive and informed account ever compiled of the XK120's competition career in the UK and Europe. After the car's surprise announcement at the 1948 London Motor Show, it quickly showed that it possessed speed and stamina as well as spectacular styling – as is told here by way of close to 500 pages and 1,200 mainly 'new' illustrations.

The book records not only the activities of the works and famous-driver cars of the 1950s, but also the keen amateur drivers of the 1960s and, as the XK 120 re-emerged as a historic race car, of the 1970s and 80s too – right through to the present day. These pictorial reviews are augmented by detailed listings of XK 120s by registration number, chassis number, driver and events, making it easy to identify hundreds of XK 120s that competed in the UK and Europe from 1949-2018



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 January/February issue of the "Queensland Jaguar Driver" was published.



Warren & Rosemary Webb (Gold Coast)
Robert & Susanah Pearce (Wide Bay Burnett)
Curtis & Dee Tebbutt (Sunshine Coast)
Greg & Mandy Pratt (Brisbane)
Peter & Kim Selby (Gold Coast)
(Wide Bay Burnett)
Peter Newman (Sunshine Coast)
Colin Young & Julie-Anne Cubit (Capricornia)

Brett Payne (Brisbane)
Mal Tolhurst & Jan Whiting

Ethan & Ami Ramsey (Wide Bay Burnett)
Len & Michelle Felesina (Capricornia)

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

JDCQ Modern Compact Register

First Modern Compact Register Lunch of 2024



Let's have a Laugh



Good to be an Aussie

This makes good sense

If you had bought \$1000 worth of Qantas shares one year ago, you would have made \$49.00 today.

If you had bought \$1000 worth of AIG shares one year ago, you would have made \$33.00 today.

If you had bought \$1000 worth of Lehman Brothers Shares one year ago, you would have made \$0.00 today.

BUT If you purchased \$1000 worth of beer one year ago, drank all the beer, then returned the cans for recycling, you would have made \$214.00 today.

So based on above, the best current investment plan is to drink heavily and recycle!

AND DID YOU KNOW

A recent study found that the average Australian walks 900 miles a year.

Another study found the average Australian consumes 22 gallons of alcohol a year. Which means on average AUSSIES get 41 miles to the gallon.

MAKES YOU PROUD TO BE AN AUSSIE.

Contributed by Paul Lucas



(Must be read with an Italian accent)

One day una gonna Malta to bigga hotel, ina morning I go down to eat breakfast. I talka waitress I wanna two pissis toast. She brings me only one piss. I tella her I want two piss. She say go to the toilet. I say you no understand. I wanna two piss onna my plate. She says you better no piss onna plate, you sonna ma blish. I don't even know the lady and she call me sonna ma blish.

Later I go to eat at the bigga restaurant. The waitress brings me a spoon and knife but no fork. I tella her I wanna fork. She tell me everyone wanna fork. I tell her you no understand. I wanna fork on the table. She say you better not fork on the table, you sonna ma blish. So I go back to my room inna hotel and there is no shits onna my bed. Call the manager and tella him I wanna shit. He tell me go to toilet. I say you no understand. I wanna shit onna bed. He say you better not shit onna bed, you sonna ma blish.

I go to the checkout, and the men at the desk say: "Peace on you". I say "Piss on you too, you sonna ma blish." I gonna back to Italy.

After being married for thirty years, a wife asked her husband to describe her.

He looked at her for a while, then said, "You're A, B, C, D, E, F, G, H, I, J, K." She asks ... "What does that mean?" He said, "Adorable, Beautiful, Cute, Delightful, Elegant, Foxy, Gorgeous, Hot."

She smiled happily and said ... "Oh, that's so lovely ... What about I, J, K?" He said, "I'm Just Kidding!"

The swelling in his eye is going down and the doctor is fairly optimistic about saving his family jewels.

Postal repairs

I had a phone call from a chap in northern Victoria who has a MK2 without a serviceable windscreen wiper. He was asking if I still had any Lucas DR3 wiper motors for sale that I had previously advertised on Gumtree. I advised him they were sold and I could not help him. He told me that he had taken the wiper motor to a number of local auto electricians and none of them were willing to undertake repairs.

He asked me if I could repair it and I replied “yes” if it was repairable. I mentioned a basic cost plus any parts needed as things like brushes are as dear as poison. He was happy with this and said he would post it immediately.

Upon arrival I attached the wiper motor to my home-made test rig just to ensure that it was a wiper motor problem and not something else in his MK2. It turned out to be totally dead.

I dismantled the wiper motor and tested and inspected everything. The electric motor commutator was covered in some sort of gunk but there were brand new brushes which had never worn in. The rest of the electrics tested ok however the old silk and cotton fly leads were in a bad way and had to be replaced. I cleaned up and spun the commutator in my bench drill resulting in a clean gleaming copper finish and I also undercut the commutator insulation segments.

While I had it completely apart, I repainted the electric motor housing and also cleaned up the alloy gear cover with phosphoric acid. I also soaked the sintered bronze bearings in light oil. The gearbox housing and main gear drive were thoroughly cleaned with degreasing fluid and new grease applied.

I reassembled the wiper unit and using my home-made test rig I gave it an hours run in both low and high-speed modes as well as frequent stops to ensure the park system was working.

I phoned the owner and advised him that the repair was completed at the basic price as no parts were needed. He immediately transferred the money to me and was extremely happy with the price. He rang a couple of weeks later to advise it was all working and to thank me again.

Queensland Transport getting sneaky

It really doesn't concern me that Qld. Transport is using cameras to detect seat belt and mobile phone offenders but the latest way to hide cameras is a bit sneaky.

We recently had an electronic advisory sign on the side of the road urging us to report any “hooning” offences. That was a bit strange as we don't seem to have much “hooning” in our suburb. However, a closer look at the right-hand upper corner of the sign which is closest to the road shows a discrete camera lens peeking out. Having a look at the rear of the sign shows the camera attached to a larger box.

That sign disappeared a few weeks ago, however the other day another sign urging us be aware of koalas appeared on another part of the road. That was a little strange as koalas generally are most active in spring and

this late in summer are settled. But there it was, that dainty little camera lens peeking out at the passing parade. It is said to be necessary for road safety but I am starting to be cynical and suggest revenue raising.

Rain bomb

We were in the epicentre of the 300mm overnight rain bomb which hit the Pine Rivers area a couple of weeks ago. Because we are elevated and well drained the worst we had was about 25mm or one inch of water through the main shed which did not do any damage but left mud on the concrete. But some of our neighbours did have serious flooding including one who lives on the bank of a local creek well above normal flood levels. He had six feet of water go through his sheds which hold a number of 1930s hot rods.

From the archives – This was authored in August 2002; probably published in September?

Sourcing cars

A club member acquaintance [who will remain nameless] was looking for a car similar to a MK1/2, S type or 420 to restore. After much discussion with a Mk 2 friend and myself he was urged to concentrate on a MK 2 and if at all possible one with a 3.8 engine. After many false starts, he was advised to check out an advertisement for a 3.8 MK 2 in the August edition of this magazine. The owner's description of the car over the phone gave me reason to believe it might be a “goodun”.

My acquaintance inspected the car and gave me a phone report on the condition of the vehicle, [which matched the owner's description]. We got in touch with MK 2 friend who is a club member and who has a car hoist in his shed. On a Sunday morning, we all gave it a hard inspection/look over and discovered that it was an extremely well-kept vehicle with no rust but with lousy paint due to crazing and old age and a couple of relatively minor dents. The interior was in exceptional condition and everything in the car was very original i.e. not butchered. The engine ran well and there were no oil leaks from the engine or auto gearbox. The only thing it needed for a safety certificate was one rear tyre. We also recommended replacement of the Panhard rod rubbers and the lower radiator hose as priority items.

Acquaintance and owner entered into negotiations whilst friend and I retired to a discreet distance outside the shed and guessed at possible price. Finally, a deal was struck and acquaintance emerged having acquired a MK 2 at a very good [bargain] price way below our estimates.

An interesting fact is that although this car was advertised in the club magazine no one had displayed any interest. I had the impression from the now previous owner that ours was the first genuine enquiry. He was not a JDCQ member and was merely using the club magazine as an advertising medium. It just goes to show that there are bargains out there and, in this case, it was right under everybody's nose as the first vehicle in the August for sale column.



PAINT AND PANEL

By Mark Thompson - JDCQ DD

Mark Thompson JDCQ DD In 1887, Joseph Binks was a maintenance supervisor for Marshall Field's Department store in Chicago. Marshall Field's had miles of basement walls that needed to be whitewashed regularly, it took weeks to finish a level on a multi level building using brushes and buckets. In an effort to speed the task, Binks combined a hand-operated pump, a vessel to hold the liquid under pressure and a wand with a nozzle on the end – much like a pump-up garden sprayer. The whitewash was strained into the tank, pumped under pressure by the hand pump and propelled out the end of the wand. Binks had the opportunity to expand his vision when, in 1893, the Colombian Exposition was held in Chicago – an event on the scale of a World's Fair. But with just days before the opening, 90 percent of the buildings housing the exhibits were still unpainted. Enter Joe Binks' Paint & Whitewash Spraying Machine. The exposition was referred to as "The White City" in the press. Uses for Binks' invention grew steadily. In addition to whitewash, disinfectants and insecticides also lent themselves to spray application, and the Binks unit became a mainstay in agricultural operations around the world in the early part of the century.



In 1888 in Toledo, Ohio, a doctor specialising in treatment for ear, nose and throat disorders had a problem. Dr. Allen DeVilbiss was frustrated with his efforts to medicate sore throats. If he gave his patients medication in liquid form, it quickly passed over their throats and was swallowed. To alleviate this, DeVilbiss combined a rubber bulb, some tubing and the base of an oil

can to invent the first atomiser. By squeezing the bulb, air was propelled over the top of the tubing, lowering the atmospheric pressure and causing the medication to rush upward to fill the partial vacuum. Once up into the air stream, the tiny atomised particles of liquid medicine rested on the inflamed tissue of the patient's throat long enough to do some good. This is exactly the same principle that suction feed spray guns work on. In 1907, DeVilbiss' son Thomas expanded on his father's invention and created the first hand-held, air-powered spray gun. By blowing compressed air across the top of a pickup tube submerged in liquid, he created a controllable pattern of atomised material. The first use for Thomas DeVilbiss' spray gun was in the furniture industry. Just as they would eventually do in automotive finishing years later, spray guns drastically reduced the time required to finish a piece of furniture. At about this time, many manufacturing operations used water to cool parts of their process. Cooling water for re-use fostered the advancement of nozzle technology. One popular way to cool water was to aerate it into a mist to dissipate the heat. Applying the lessons learned about nozzle design, allowed Binks to make his pressure sprayers work better, too. And in 1919, Binks introduced his first hand spray gun using compressed air and sold it to a manufacturer to apply carpet dye. Before 1924, cars were painted by hand with a brush using shellacs and varnishes. While the earliest assembly-line process enabled the car to be constructed fairly quickly, the paint process took as much as a month. By using the new air spray guns, completion time per car was shortened to about a week. The DuPont Company introduced nitrocellulose lacquer finishes in the 1920s. Because the solvent (lacquer thinner) evaporated so quickly from the paint film, it couldn't be brushed smooth. The new air spray application was the only option. The 1924 Oakland automobile was painted using DeVilbiss spray guns and DuPont Duco paint, and the cycle time went from a week to two or three days – 10 times faster than brushing on shellac. During the 1930s, both DeVilbiss and Binks offered hand spray guns that made changing colours easy. The Binks Model 7 and the DeVilbiss Model MBC were constructed so that the entire spray head assembly, complete with air cap, fluid tip, fluid needle and paint pickup, could be dislodged from the gun body by loosening a single bolt. It was also pretty easy to switch from painting the cars on the assembly line black or dark blue. In the 1940s, spray gun sales took off. Not only were people spraying paint or dyes on every manufactured product, but they were also being used in bakeries and in dry cleaning processes.

By the 1950s three styles of automotive spray gun were (and are) prevalent: siphon feed, gravity feed and pressure feed. • Siphon feed has the pickup tube pointing down into a cup. When compressed air passes over the top of the pickup tube. The paint in the cup rushes up to fill the vacuum, and the paint gets caught in the rushing air and is blown into small particles by the high-pressure, swirling air. • Gravity feed has better transfer efficiency because the paint naturally falls into the air stream and atomises through the air cap. The added advantage is they use every last drop of paint. • Pressure feed incorporates Binks' first invention and has the advantage of pushing the paint up to the air cap. This delivers more paint than suction or gravity gun. By forcing the paint out through a nozzle, some atomisation occurs. Add more atomisation from the compressed air, and you can put lots of paint on the target, fast. these type of sprayers are referred to as pressure

atoms and are generally used to paint large areas All hand spraying done on car production lines is pressure feed because of its speed and ability to spray upside down. In order to improve transfer efficiency, thereby saving money and material, electricity was added to the spray gun mix by the 1960s. Electrostatic painting means high voltage (up to 100,000 volts) runs through the part, and the opposite charge runs through the paint. The paint is sprayed through a special gun that not only pumps up the paint to the air cap, but also charges each paint particle as it leaves the gun. When the paint and part get together with their opposite charges, the paint literally leaps onto the part. There's no disruptive compressed air to blow the paint off target. Special guns that blend two-component products established themselves in the '70s and are now used to spray everything from foam insulation to fibreglass. Many specialised combinations of material delivery, material temperature, blend ratios, pattern size and coating thickness can be built into these 2K spray systems. Often built onto a robotic arm, these guns ensure repeatable consistency for very complicated paint procedures. Using robotic painting arms to apply paint serves two purposes: It keeps human painters out of a hazardous and unhealthy atmosphere, and it also provides for exact duplication on every painted part. Powder coating is a derivative of electrostatic technology and though it's been around for decades, it really came into its own during the '80s. The painted object is grounded, and the powder is positively charged in a special spray gun. Once applied to the part, the powder is then heated until it melts smooth. An important piece of spray gun history was the advent of the high volume, low pressure gun (HVLP) design. Around since the 1930s, HVLP came to the forefront in the '90s as a response to 1987's Rule 1151 in Southern California. Air pollution was a problem, so high transfer guns (65 percent +) were utilised to reduce smog. The same problem was the need for the National Rule about VOC (volatile organic compound) content in paint. The result was thicker, more solid paint, requiring smaller fluid tips to spray successfully with any spray gun. HVLP spray guns became a household name not only because of pressure from regulators, but because of their ability to save material cost by actually applying to their target instead of into the air. HVLP guns were originally attached to an electric carpet vacuum cleaner running backward. The principle is to atomise and propel the paint at low speed and in big droplets to prevent the paint from swirling off target. This HVLP technology can be applied to any of the three spray gun styles, siphon, gravity and pressure feed. Of the three types of guns pressure feed HVLP has the highest transfer efficiency and is what the Southern California regulators had in mind when they passed Rule 1151. Because the paint is forced up to the air cap by pot pressure and then propelled out at low atomisation pressure, much more of the paint strikes the target. Conventional spray guns have been around a long time and are widely used in the market place. HVLP (High Volume Low Pressure) spray guns can improve transfer efficiency to around 65 per cent but there appears to be limitations with control of the finish either because the spray guns are very sensitive to small pressure fluctuations or they produce unacceptable levels of orange peel. Some manufacturers view HVLP as old, even superseded, the technology having been in the market in excess of 30 years. As the name implies, the guns need large volumes of air to produce even a marginally satisfactory finish. Air usages of 16 cfm (cubic feet per minute) and higher are most common and the low air cap pressure of only 10 psi can lead to average atomisation of today's high solid paints. Operators have a tendency to increase pressures above recommended levels to increase application speeds and atomisation quality and thus create even greater problems with air consumption whilst at the same time reducing transfer efficiency. Spray painting with a small compressor will not produce the necessary air volume to satisfy the requirements of a HVLP gun. HTE (High Transfer Efficient) spray guns have, more recently, been developed to overcome the problems associated with both of the preceding technologies (conventional and HVLP). Atomisation and application speeds are maintained with transfer efficiencies of 75 per cent to 90+ per cent achieved depending on paint types, using only 9 to 12 cfm. Many European businesses are adopting the new technology knowing that they can meet and even exceed the strict environmental laws that apply, whilst at the same time saving paint and energy in the form of reduced air consumption. Many of the leading manufacturers of spray guns have now developed models within their range that meet the specifications now generally associated with High Transfer Efficiency Spray guns. New technology paints rely more heavily on controlled minimum paint thickness or film build to achieve their characteristics, often using clear over base application to achieve the colour and gloss required. It is at this point that consistency of the spray pattern becomes an important feature of the spray gun, allowing the lowest possible amount of paint to achieve the desired finished result. In most cases this is achieved more satisfactorily with the latest technology HTE High Transfer Efficient equipment. I have had requests for an article on how to setup a spray gun, this will be in the next magazine. In the meantime Kept straight and shiny, Mark

JDCQ Sunshine Coast Register



Australia Day 2024

There was a change of venue this year for the Sunshine Coast Register Australia Day celebrations. After many years invading the lovely home of Lindsay and Susan, we moved to the Beach House at Beachmere. Now the Price's outdoor area is big and shady but this year's numbers would have been a challenge. Just days before we had 46 signed up to come even though illnesses meant some late withdrawals of 9 people.



Maybe it was a new venue but some things, tried and true remained the same. The bunting and the Register flag were still proudly there. The menu was Australia beef patties on the BBQ, with onions (thanks Ralph for the cutting and Stu for the cooking), salad and beetroot (thank you Debbie and John), of course, on lovely bread rolls and it went down well. A big thank you to Laurie who arrived early to transport our BBQ over to supplement the one BBQ there (and the return late in the afternoon) as well as slaving over the hot plates with Ralph; a beer or two helped keep them cool.



Dessert followed with fresh fruit salad (hard work from Tony and Gen), pavlova, cream and ice cream. The bay sea breezes didn't let us down so eating on the deck was very pleasant.



It wasn't all eating. Laurie and Sue produced a Citizenship test with Tony achieving the highest score but everyone passed, thank goodness. John handed out our own Australia Day awards. Sue whose bravery and persistence were recognised was the only recipient there but the others will be presented at later events.

It was a great first event for 2024 and a real team effort not only from the Committee but from all there. It was great to catch up with lots of regulars but also good to see those we haven't seen for a while like Sharon. So glad Bob made it but best wishes to Sherill who was unwell.

Roll on St Valentine's, our next event.

Wendy Gross

JDCQ Sunshine Coast Register



St Valentine's Day, JDCQ Style, 2024

A lot of people thought this was a really good idea; 33 of them in fact, which is a huge crowd for a midweek, or any run. Think back a bit and runs had faded away, replaced by the “see you there” format. I was absent for most of that regime, thank goodness. Let's lock all relevant documentation in a drawer and throw away the key.



This day was a Debbie and John Herbert spectacular, which was a “mini run” from the morning meet-up at Paynter's Creek Roadside Rest Area to the restaurant, “The Barn”, in Flaxton. If you think about that for a bit, we actually needed 2 run sheets. Number 1 to get to the start and Number 2, for the rest area to the restaurant. They are organized little beavers, those Herberts, and churned out error free documents for both tasks. The second 14k sheet was even mileage. There is no metric equivalent for that imperially based descriptor as Kilometred just doesn't work.

The Jacksons and Galleys came in those seemingly very long X351s. The Lewis and Watford families came in their XFs, the former being an unusual “Shooting Brake”, which isn't as menacing as it sounds, localizing into a station wagon. The Herberts and a Provis piloted their XJR306s. Paces, both E and F, carried the Gross's and Pearce's. Daimlers were the choice for the Hollands and Prices. The Sutherlands were alone in an XKR coupe, The Hausmans drove an XJ12, while the Johnson family selected an X308. The Pickerings and Donnelley's grabbed the keys to their “Moderns” by mistake I am sure and the Bretts hoofed it from around the corner.



I like the above format a lot. Those who want to talk about the “up and down and round and round” shiny bits under the bonnets, gather together and do so. Others, less specifically social, typically form smaller clusters and natter about commonalities. Please don't interpret this paragraph as a gender separator, which I abhor. It's just that some folk are more “M/M” (mechanically minded) than others. John rang the school bell at 10 am,

saving both groups from running out of breath, and to ensure a suitable arrival at the restaurant. The former long sentence could also be paraphrased as “Don't piss off the Chef”

JDCQ Sunshine Coast Register

The Barn has a pig outside, which is an unfortunate preview to how one may view one's self upon re-emergence. As on the previous occasion we were again assigned. to a large table area, at the end of the restaurant. I also wrote about that visit. On topic, you won't care at all, but my efforts at page filling have been recognised and I now have a document that refers to me as a Journalist and notes my contributions, courtesy of Chapter Treasurer John. Those thoughts about how it's only a ploy to prod me along, are beneath you, please desist immediately.



The meal concept was cleverly marketed as a High Tea. We had lots of structures on the tables that reminded me of upturned table lamp frames, which had been modified to mount 3 levels of plates within. Each layer had an escalating degree of sweetness, cumulating with outright decadence at the top. There was no shortage of these edifices of temptation, but the contents didn't last long.

When the clutter of cutlery had subsided, our soon not to be Chairperson Wendy, led us into a noisily enthusiastic recognition of the efforts of John and Debbie, in putting together today. She also welcomed 2 new member couples, Ross and Vee Donnelley, together with Greg and Wendy Watford. I understand that this was the first event for both parties.

Cheers till next time, Charlie Provis 15/02/2024. (Photos-Wendy)



JDCQ Model Register



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)

**THE WIDE BAY BURNETT REGISTER
3 DAY TOUR TO THE DARLING DOWNS AREA
30TH APRIL, 1ST MAY AND 2ND MAY 2024**



ITINERARY

30TH APRIL

**Meet at Biggenden for BYO Morning Tea
Boondooma Homestead for Tour and BYO Lunch
Accommodation will be at Possum Park
Evening meal at a place yet to be advised**

1ST MAY

**Breakfast will be held at a Café in Miles
Jimbour Station for a Guided Residence and Garden
Tour, together with a Devonshire Tea
Jondaryn Woolshed for a Picnic Lunch (to be provided)
A tour of the Woolshed will follow after lunch
Drive to Oakey for an evening meal at the RSL**

2ND MAY

**Breakfast will be held at the Motel
Tour of the Australian Army Flying Museum in Oakey
Travel to Moffatdale for lunch at the Dusty Hill Vineyard**

For any further details please contact Bob on 0428 781 901



JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg Maryborough and Hervey Bay



Welcome to 2024!!

It was a clear warm morning that greeted Toni and I in Gympie. Due to a tappet noise and no brakes in the Mk1, and a bad fuel smell in the 420G, or the lack of an interior in the Mk10 we took the (air conditioned) Rexton for a run. We met the southern members at Torbanlea as usual, then proceeded in convoy to Alexandra Park in Bundaberg for morning tea and a meeting. We were missing a few members, Paul and Josie, and Bill and Lee, who are battling ill health at the moment. We all hope we can see you again really soon, you are greatly missed at our runs, by none more than myself. Our Gaylene is also unwell at the moment again, all of us wish you all the best and hope you are feeling ok again soon. Gaylene, has stepped back from club duties while she gets better, Toni has stepped into "caretaker mode" while Gaylene gets well. We also wish Peter a speedy recovery from his upcoming surgery (I have given Peter plenty of Jaguar reading material so he does not get bored)... So ,once at the park we met 5 of our newest members, Mal and Jan in a lovely XJ and Ethan, Ami and little Klara in a lovely XE. After a good chat, cups of tea and Birthday Cake for Gaylene, and we had our meeting, we headed off in convoy to our lunch spot at Macadamia Australia, on Goodwood Road in Bundaberg. Lunch was really good (we would recommend this place to you all) and we bought a few goodies from the onsite shop. I would have to say these are the best Bauple Nuts I have ever had, just wonderful! We then said our goodbyes and all headed for home. As usual, great company great friends, and some lovely Jags (and one beautiful Daimler)



JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg Maryborough and Hervey Bay





JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg, Maryborough and Hervey Bay



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)

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Membership Number _____

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1 st shirt	\$ 30.00	\$ 11.00	\$
2 nd shirt	\$ 30.00	\$ 5.00	\$
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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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Price: \$47,750

Contact: Ben Hutchines

Mob: 0413 030 751

Email: hutchines.ben@outlook.com

Location: Stafford Heights QLD



1946 Jaguar MK1V 2.5 litre

A great restoration project with much of the engine, drive train and body work already professionally completed using matching numbered chassis and engine. New wiring loom included with other original parts to complete a magnificent car.

Price: \$25,500

Contact: Lyn & Errol Sales

Mob: 0422 733 336 Location: Ballina NSW



1985 Jaguar XJ6

I have a royal blue Series 3 XJ6 4.2 Jaguar number plate 100 CAT (registered to 2/7/2024) with 143450 travelled for sale. My dad bought the car new in 1985; he passed away 28/6/92 and entrusted me to care for the car. It has been stripped; rust proofed and repainted 23/12/1996. The interior roof lining has been replaced. Has recent new tyres. I have the purchase history; original books and XJ6 service manual. I would really appreciate if someone would restore the car. At the moment it has rust problems underneath the car - one petrol tank completely rusted; the other with rust that can be fixed. Hence clean petrol cannot get to the engine. The petrol pump has been replaced prior to discovering the rust problem. A petrol gauge sensor has also been replaced. I have a more extensive history if needed.

Price: \$3,000 ONO

Contact: Brenda Barnes Tel: 07 5449 9176 Mob: 0401 038 569

Location: Tewantin QLD



2005 Jaguar X-Type 2.1 Sedan Auto Very good condition, 102,000km, Full Service History, Second owner, bought from Lou Guthry Motors in Melbourne. Silver with Black Leather interior, woodgrain dash and steering wheel. A comfortable modern car with classic Jaguar character. Great for summer club runs, air conditioning blows cold.

Price: \$9,000 negotiable

Contact: Marcus Upton

Mob: 0499 280 430

Location: Sandgate QLD

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1987 Jaguar Sovereign XJ6

I have owned this 1987 Jaguar Sovereign XJ6 for 11 years and it has been garaged during this time. Exterior is champagne colour & Interior fawn/beige leather in excellent condition. Automatic transmission. Currently registered and insured but owing to work required (full report available upon request) I would like to sell my Jag unregistered. Ideally, I would like someone who would be able to do the required work and restore her to the excellent Jag she is.

Price: \$3,000 Negotiable

Contact: Verdon Harrison Mob: 0437 007 887 OR

Contact: Ruvae Harrison Mob: 0407 699 382

Location: Deception Bay QLD



1987 Jaguar XJ40 Sovereign

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, 287,000klms. Currently on Club Rego.Selling as is with no RWC.

Price: \$4,500

Contact: Marilyn Kenneally

Mob: 0418 878 867 Location: Toowoomba Qld Wilsonton

PARTS & ACCESSORIES

Series 3 E-Type Lower Grill Moulding BD 38832

Price: \$375

Contact: Ross Metcalfe

Mob: 0418 726 762 Email: rossbm@bigpond.com Location: Qld



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Price: \$160.00 each

Contact: Ross Metcalfe

Mobile: 0418 726 762 Email: rossbm@bigpond.com Location: QLD



Jaguar E-Type Number Plates

Originally bought for a Series 3 E-Type

Price: \$7500.00

Contact: Ross Metcalfe

Mobile: 0418 726 762 Email: rossbm@bigpond.com Location: QLD



MWS Hand Built Wire Wheels

I have for sale 4 x 7"x 15" MWS hand built wire wheels including 4 new 2 eared genuine centre locks to suit Series 3 E Type Jaguar.

These wheels are not cheaply made units as per a lot of what is presently on the market.

I had them built several years ago and opened them to take the pictures about a month ago.

They are in boxes if freight is required at buyer's expense.

Price: \$4,500 For the set wheels /Locks

Contact: Neil Robson Mob: 0417 721 824 Location: Wynnum Qld



WANTED TO BUY

Jaguar all synchro gearbox

with overdrive to suit early XJ6 / S type.

Contact: Clive Cooper

Tel: 02 6736 1261 Email:oldjagshed@gmail.com Location: Australia

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C-type, D-type



MkVII, MkVIII, MkIX

Classic Monocoque

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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



F Type

Classic XJ

Alan Buller 0432 088 167 abuller5@hotmail.com



XJ6, XJ12, Series 1, 2, 3



XJ6C, XJ12C

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PRIMARY MEMBER

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First Name

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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 2023 30th June 2024):

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

Part year Membership (if after 1st January 2024, membership expiry 30th June 2024):

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

Part year Membership (if after 1st April 2024, membership expiry 30th June 2024)

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

Total Payment Made	\$
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Signature

Date....

Payment may be made by direct deposit.

PLEASE USE YOUR SURNAME AS REFERENCE.

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Farewell Lloyd, you will be missed

