

Queensland **JAGUAR**



Driver

September - October 2024



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Queensland Jaguar Driver September - October 2024

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



Hi Everyone,

I can't believe I'm typing the Editorial for the September / October magazine, where has this year gone?

This is a busy issue with items I should bring to your attention, there is the Notice for the AGM, nomination forms for positions, and nomination form for trophies. Flyers for some big events coming up, in QLD, and NSW, 2025 looks to be a very busy year on the Jaguar lovers calendar, so please check them out.

We ,once again, have some more items from the JDCUK, which were very popular last issue.

On a personal note, we finally have all our house repairs done and almost back to normal, and we are now covid free, so I have nothing to whinge about now.

The weather is warming up and Spring is around the corner, bringing many opportunities to get our Jags out on the road for picnic lunch runs.

That is all from me for this issue, travel safe, be happy and have fun,

until next issue
Your Editor, June

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Cover Picture

Jim & Maureen Reid with their beautiful award winning E Type Jaguar

Next Jaguar Driver Magazine.

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

Life Members

May Gaudion	Graham Hein	Loy Latimer	John & Monica Tupicoff
Tony & Karen Herald	Colin Galley	Robin & Valerie Todd	Len Henderson
Kieran & Marianne Lillis	Di Cooper	Peter Lehrke	Lorraine Andersen
Tom & Irene Ross	Jim & Maureen Reid	Paul & Josie Mittelheuser	
Franklin & Marie Smallcombe			

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Jaguar Drivers' Club of Queensland Forthcoming Events

JULY - SEPTEMBER 2024 EVENTS

Brisbane Register

Sunday 15th September	All British Day St Josephs Playing Fields Tennyson (see flier inside)
Tuesday 15th October	visit Abbey Museum of Art & Archeology details TBA
Tuesday 22nd October	7-30pm Brisbane Register meeting Club Yeronga corner of Kadumba and Fairfield Roads
Saturday 30th November	Christmas Party at Mt Gravatt Bowls Club details in attached flier

Capricornia Register

Sunday 8th Sept	Morning tea at Paul and Judy Brooks home, lunch at the Waterline Restaurant Roslyn Bay Executive meeting for planning 2025 drive calendar
Sunday 20th October	AGM in Gladstone venue TBA
Sunday 10th November	Morning tea at the Rockhampton Zoo/Botanical Gardens lunch at the Allenstown Hotel
29th 30th Nov & 1st Dec	Christmas Party Weekend at Sandcastles Resort 1770

Darling Downs Register

Tuesday 3rd September	Richards Darling Downs Coffee Morning Aromas High Street Shops 07 4636 1051
Wednesday 11th September	Classic Monocoque Register lunch contact 4664 8509
Saturday 28th September	Modern Compact/Chassis Based Registers lunch at Bottletree Pub Glamorgan Vale contact Terry 0409 072 500
Wednesday 9th Oct	Monocoque Lunch at Rudds Pub Nobby contact 4664 8509
Sat/Sun 19th/20th October	Weekend Away Kingaroy organised by Mick & Val and Ken & Robyn
Wednesday 13th November	Monocoque Lunch Bestbrook Resort Maryvale contact 4664 8509
Sunday 8th Dec	Show and Shine Christmas Party at The Grand Crow Pub Crows Nest

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Gold Coast Register

Friday 30th Aug- 1st Sept	Chairman's Weekend Away contact D. Cooper 0411 176 050
Wednesday 11th September	Ladies Day at the Spit contact D. Cooper 0411 176 050
Sunday 22nd September	Spring Affair contact M. Porter 0411 119 844
Monday 30th September	Monthly Meeting
Wednesday 2nd October	Lunch run to Tyalgum B & D Hogan 0413 878 098
Sunday 20th October	Lunch at Albert River Winery G & M Anderson 0408 230 239
Monday 28th October	Monthly Meeting
Thursday 7th November	Lunch run to Kalbar A. Danks 0437 532 475 or B. Hogan 0413 878 098
Sunday 17th November	Lunch run into NSW D. Jones 0418 103 737 or A. Danks 0437 532 475
Monday 25th November	Annual General Meeting
Sunday 1st December	Gold Coast Christmas Lunch D. Cooper 0411 176 050 or M. Porter 0419 706 680
Wednesday 4th Dec	Anniversary Run D. Willmott 0408 455 249
Wednesday 11th Dec	Anniversary Run D. Willmott 0408 455 249

Mackay - Whitsunday Register

4th - 6th October	Easter in October Hydeaway Bay
1st December	Christmas lunch at Midge Point Tavern

Sunshine Coast Register

Thursday 19th September	Skippy Park travel to Pit Stop Cafe for lunch then onto Mathema Gallery at Ocean View. organised by Tony Brett.
Wednesday 4th December	Christmas Party at Mercure Hotel Birtinya. full details to follow.

Wide Bay Burnett Register

Sat/Sun 14th/15th Sept	Weekend away for All British Day Brisbane
Saturday 14th	Drive to Brisbane, afternoon visit to Brisbane Motor Museum Banyo.
Sunday 15th	All British Day

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

NOTICE CONCESSIONAL REGISTRATION

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

Jaguar Today



President Di Cooper

Greetings to you All,

The first thing I wish to address is the many scam emails and text messages that are doing the rounds at the moment.

Please be advised that no Member of the Qld. Committee or your own Zone Committees or myself will ever contact you to ask for personal information Or payment of accounts on behalf of the Club. Some of us have even received messages from Members who have sadly passed. As our email address and phone numbers are available to anyone who wishes to look them up, I am afraid we all are fair game to those out there who wish to cause trouble. Please be vigilant and delete anything before opening messages.

Onto something more pleasant, All British Day is Sunday 15th September at St. Joseph's College at Tennyson, looking forward to seeing our beautiful cars on display, and catching up with Members.

In this addition you will find voting papers for our upcoming A.G.M. Please send them back before the A.G.M. and have a say as to which direction the Club will take in the future. Remember all Committee Members are volunteers and give freely of their time for the benefit of the Club, I thank them all.

Everything is progressing well for our 50th Anniversary Celebrations in Toowoomba 17th and 18th May, 2025. Quite a few Members have already made accommodation bookings, and I would advise if you wish to attend it might be wise to do so. Please advise your Zone Chairman or Wendy Gross of your booking.

On a sad note we have a lost another Life Member, Margaret Rowse. The late Brian Rowse with Margaret, were founding Members for the Qld Club. Many of our older Members will remember Margaret at outings and display days.

With the warmer weather upon us I hope to see many "Jaguars" stretching their legs on our many roads, remember Members can join in on any outings with other Registers.

Happy motoring,
Di Cooper, Chair.

Jaguar Drivers' Club of Queensland Inc.

Notice of Meeting

The 2024 Annual General Meeting will be held by Zoom on Monday 18th November 2024 at 7.30pm. A Zoom invitation will be sent to members shortly before the start of the meeting.

The Committee would appreciate your attendance.

Nomination forms for Office Bearers are available on the JDCQ website and in the September-October edition of the magazine, *Queensland Jaguar Driver*.

Should any member wish to propose a motion for consideration at the AGM it must be submitted seconded, to the Secretary by 21st October 2024 for distribution to all members by 4th November. No motions will be accepted from the floor of the AGM.

Members and candidates should be aware that the JDCQ is incorporated and has public liability insurance of \$1million.

Wendy Gross

JDCQ Secretary.

The Meeting Agenda will be posted on the JDCQ website after 4th November 2024

Jaguar Drivers' Club of Queensland Inc.

NOMINATION OF OFFICE BEARERS FOR YEAR Nov 2024 to Nov 2025

All Committee Positions are declared vacant at the AGM.
A new JDCQ Management Committee must be elected at the AGM.
The elected committee **must** include a **President** and a **Treasurer**

Other positions to be elected are:

Secretary

Webmaster

Membership Officer

One **Representative for each of** Brisbane Register, Gold Coast Register, Sunshine Coast Register, Darling Downs Register, Wide Bay Burnett Register, Capricornia Register and Mackay-Whitsunday Register (nominated by members in their Register.)

As a financial member of the Jaguar Driver's Club of Queensland Inc, I wish to nominate

_____ as a member of the JDCQ Management Committee.

If elected, this nominee offers to fill the committee position of

Proposed by: _____ Date: _____ Signed: _____

Seconded by: _____ Date: _____ Signed: _____

I accept the nomination: (Nominee to sign) _____

Nominations must be received by the Secretary at least 14 days prior to the AGM, no later than 4th November 2024.

Email: secretary@jagqld.org.au

Nominations from the floor may be taken at the AGM only if no nominations for a Management Committee role have been received.

(Revised August 2024)



JAGUAR DRIVERS' CLUB OF QUEENSLAND NOMINATION FORM



Club Trophies

I,, being a financial member of The Jaguar Drivers Club of Queensland, wish to nominate to receive:

The Female Member of the Year Award /New Member Encouragement Award, (Cross out whichever do not apply)

Attach information about the contribution and club involvement of this member over the past year includes:

Signed Date

Send nominations to arrive with the JDCQ Secretary no later than 30th September to secretary@jagqld.org.au

A nominated member will be assessed on their activity in the club and their participation in a variety of club events. Submissions must contain details of their participation in club events or the contributions they have made to the club.

. The role of the Selection Panel is

- a) To consider which of the nominated members has most participated in club events or made a most significant contribution to the club or to a register.
- b) To liaise with knowledgeable and interested parties.
- c) To make judgement on the award nominations by 20th October 2024.

Revised August 2024

Badge of Merit (BOM) & Volunteer of the Year (VOY) Nominations

Badge of Merit (BOM)

The Badge of Merit was developed by Past President Peter Tett in 2002. He saw a need to recognise those members who contributed greatly to this club in the past or for outstanding achievements that may not necessarily have been recognised. He felt it important to honour those members in a way that is not governed by attendance points, but rather in recognition of long – term contributions to the club, its development and progress.

Volunteer of the Year (VOY)

This award is given to an individual or individuals that have selflessly given their time and energy to the club on either a regular basis or to those that have stepped in during times of need such as in an emergency to assist in resolving problems that arise, or in helping others with workloads. This award is awarded annually. It is open to all members.

Nominations for these awards can be made by any member of the club and must be submitted to the Secretary by 30th September.

Nomination forms may be downloaded from the club's website, after logging in, under the Resources Tab /Forms.

Jaguar Drivers Club of Queensland Inc.

Proxy Form for the AGM on 18th November 2024

Each completed proxy form must be received by the Secretary before the start of the meeting.

I, _____ of _____

being a member of the association, appoint

as my proxy, to vote for me on my behalf at the Annual General Meeting of the association to be held on 18th November 2024 and at any adjournment of the meeting. The appointed person to vote as they consider appropriate except as directed for candidates to the committee listed below.

Signed _____ Date _____

This form to be used to vote in favour of the following candidates.

Position

Candidate



17th-18th May 2025

(but lots of people will want to extend that)

You are invited!!!

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

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

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

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

We certainly hope to see you there.

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

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

'For our Overseas Readers'

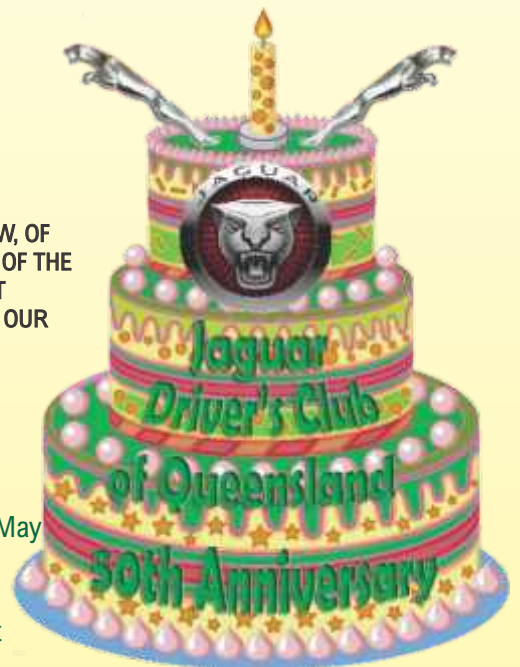
Hello fellow Jag drivers

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

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

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

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





50 for 50



BATHURST April 1—3, 2025

ATTENTION all Jaguar XJC and Daimler Coupe Owners

The Jaguar XJC and Daimler Sovereign Coupe was first released in 1975. We enjoyed an historic 40th Anniversary celebration in Echuca, 2015 with 35 Coupes on show. This was followed by a Reunion Tour in 2017 and the 45th Anniversary in 2021 (Delayed by COVID) in Mildura. In 2021 it was decided that we would come together again, in Bathurst, in 2025 to celebrate the Coupe's 50th Anniversary and accepted the challenge of having 50 Coupes on display, hence, "50 for 50".

It was to our surprise that the JDCA decided that the venue for the 2025 Jaguar National Rally would also be in Bathurst, 4—7 April 2025 with the 50th Anniversary of the Jaguar XJC and the Jaguar XJS as the celebratory cars for the JNR.

This event will be the three days (April 1-3) preceding the Jaguar National Rally. We are anticipating cars from all across Australia and a massive, World Record of Jaguar Coupes at the JNR Display Day.

REGISTRATION for this event is essential: <https://tinyurl.com/3vyc54dn>

Program Enquiries: Paul Tomlinson 0401 192 891.

Registration Enquiries: Philip Prior 0402670654

53rd Jaguar National Rally

Bathurst NSW

Your Invitation



WE WOULD LIKE TO STAY IN TOUCH ON DEVELOPMENTS

We invite you to share the following with us. We will use the information judiciously and treat in confidence:-

Name:	Club:	Tick:
Email:		
I am considering attending the 2025 National Rally in Bathurst NSW		
I am likely to attend the sporting event		
I am likely to display my car on Display Day		
I may enter the concours		
I may consider joining the Post Rally Tour (7-12 April)		

National Rally Director - Mike Collett 0420 248 700

nrdirector@jaguar.org.au

Rally Registration Coordinator - Bob Alexander 0448 001 021

nr-registration@jaguar.org.au



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More info available <> David Robinson 0417 231 448 • allbritday@jaguar.com



COME & JOIN US!

Christmas Lunch

JDCQ BRISBANE REGISTER

WHEN Saturday 30th November 2024,
11:00am - 3:00pm

WHERE Mt Gravatt Bowls Club
1873 Logan Rd,
Upper Mount Gravatt

PRICE \$50.00 per person
- (2 drinks included)

RSVP By 30th October 2024

**Trivia Quiz
&
Lucky Door Prizes**

- MAIN**
- Roast Turkey & Baked Ham
 - Roasted & Steamed vegetables
 - Gravy
 - Cranberry Sauce
 - Dinner roll
- DESSERT**
- Christmas pudding & Pavlova
 - Tea & Coffee also available



RSVP - By Paying Brisbane Register
BSB: 484-799
Acc: 506117953
Include name/s of attendee/s in
deposit by 30th October 2024

Please text any dietary requirements to Graham Heather
Text: 0437 231 459

NEW

THE JAGUAR XK140 IN THE SOUTHERN HEMISPHERE

By John Elmgreen and Terry McGrath

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

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

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

The XK120 book is also still available.

For more and to place an order, go to:
www.jtpublications.com.au



JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg Maryborough and Hervey Bay

July Run to Arthur's Place..

It was a beautiful cool morning in Gympie as we set off for Arthurs home in Yerra. We were the first to arrive in the Big G. Arthur had his three Jags out in the sun and we were greeted by Arthur and Nathan. The rest of the crew soon arrived and some morning tea was had along with lots of chatting and a meeting was held. We had a good look around Arthurs sheds, and inspected the Mk2 on the rotisserie all stripped down ready to restore. Arthur did mention that it was for sale, a knowing look from Toni let me know that I was not buying it... oh well.. We then set off in convoy to the Royal Hotel in Tairo, where a tasty lunch was had, along with more chatting and discussions of all things Jaguar. Our goodbyes were said and we all headed for home. Our thanks to Arthur for his hospitality and to the Royal for a great meal.





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



Hi-Tea at 'Willow at The Gardens'

To celebrate the support the ladies in our club provide us Jag blokes we have started a once per year day to thank them for... well putting up with us!

This year we went up to Bundy and had a Hi Tea at Willow at the Gardens. The tables were beautifully set up when we arrived and a great meal was had. Along with

the usual chatting and great company. Best dressed Lady went to little Klara, but all

our women folk looked great. Our raffles were run and won, and after a leisurely

snack fest we said our goodbyes and headed for home. Thanks to all our better

halves for always supporting us in all things Jaguar.





JAGUAR DRIVERS CLUB OF QUEENSLAND WIDE BAY BURNETT REGISTER

Bundaberg Maryborough and Hervey Bay



JDCUnited Kingdom

Credit Trevor Maycock JDCUK

Olney Motorama

Five members of area 44 managed to make it to Olney this year. Sadly, I was unable to make it at the last minute. We nearly managed group parking how-ever, Nigel and David somehow got separated from the group. It was a dull day but, the promise drain held off.

Alan won first prize Class C for the post 1969 group beating off some 36 other contenders.



Classic Car Market

Hagerty Insurance have been running a comprehensive classic car price guide for a number of years. They track auctions, sales and insured values to give you a better understanding of the classic car market and how this could affect your car's value.

I recently found an article they have written on line and thought that I would share it with you.

The 10 once famous classic cars becoming more affordable including Jaguar E-Type and Ford Mustang. Story by John Mayhead

Ask the British public to name a classic car and you can be sure that certain makes and models will be on the list. Some cars, it seems, are what I like to call 'true blue classics'. These are the ones that resonate with people even if they don't consider themselves petrolheads. But some of these famous classic cars may have become more affordable over the past few years as the number of people who remember them when new dwindles, according to new data from Hagerty. Here's 10 head turners from an increasingly forgotten era that may be more accessible today than you think.



1. Jaguar E-Type Series 3 Roadster

Average Hagerty Price Guide value to-day: £59,475

Value trend: Average value down nearly £10k since 2020

The E-Type needs no introduction - it is still re-garded today as one of the most beautiful cars ever produced. But in the last three years, average values of the Series III model are down near-ly £10k. It might be worth grabbing one while prices are low



2. Austin Healey 3000 Mk1

Average Hagerty Price Guide value to-day: £45,000

Value trend: Average value down £1,450 in past 3 months but previously static since 2019

The Mk 1 2+2 is the most affordable of the big Healeys. Average values are down £1,450 in past 3 months - but before then they've been largely static for 5 years



3. MG TC

Average Hagerty Price Guide value to-day: £29,650

Value trend: Values flat since 2017

Launched in 1946, the TC uses MG's pre-war design but with the benefit of synchromesh gear changes, hydraulic brakes and a revvy 1250cc engine. Prices have flat lined for more than half a decade



4. Alfa Romeo Giulietta Sprint 101 Normale

Average Hagerty Price Guide value to-day: £43,175

Value trend: Tiny rise of about £500 in past 3 year

The Alfa Romeo Giulietta Sprint is a classic with plenty of spare parts and the opportunity for quick upgrades. Prices have increased by around just £500 in the past 3 years



5. Daimler V8 250

Average Hagerty Price Guide value to-day: £17,250

Value trend: Flat since 2016

The Daimler V8 has a lot going for it. It shares its looks with the gorgeous MKII Jaguar and packs a punchy eight-cylinder engine. Prices have stayed static for almost a decade



6. Fiat 124 Spider 1.6

Average Hagerty Price Guide value to-day: £12,725

Value trend: Slowly dropping since 2019, when average was £14,175

The Fiat 124 Spider is an ideal first drop-top classic car - and it's becoming more attainable with prices gradually dropping in the last 5 years, says Hagerty data



7. 1969 Ford Mustang small block V8

Average Hagerty Price Guide value to-day: £17,000

Value trend: Slight rise of £450 since 2021

While not quite having the provenance of the high-profile Mustang editions, examples of the Ford pony car with the small-block V8 are a great way into classic vehicle ownership



8. Morris Minor 1000 Convertible

Average Hagerty Price Guide value to-day: £10,575

Value trend: No perceptible change in value for 8 years; average in 2016 was £10,100.

Iconic, people of a certain vintage will have fond memories of the Morris Minor convertible. In the last 8 years, prices have barely budged



9. Sunbeam Alpine Series III

Average Hagerty Price Guide value to-day: £13,300

Value trend: Almost entirely static since 2017 when average was £13,450

If you want a classic roadster that was built in Britain, the Sunbeam Alpine makes a compelling option. Prices have remained stagnant at around £13,000 for the last 6 years or so



10. Volkswagen Karmann Ghia 1600 Coupe

Average Hagerty Price Guide value to-day: £15,000

Value trend: Big drop since peak in November 2019 of £23,125

The Karmann Ghia coupe is a rare beast, especially in original form, as many have been modified. Prices peaked in 2019 but have dropped significantly since then



Who is John Mayhead?

John is one of the UK's foremost classic car writers, authors and commentators. As editor of the UK Hagerty Price Guide and European Bureau Chief for Hagerty Insider, he tracks the global classic and collector car market.

John also writes features and analysis for national newspapers and magazines, and provides market commentary on TV, radio and podcast. He is the author of Goldie, the biography of Goldie Gardner, the world's most prolific speed-record driver

If you are interested to get an idea about the market value of your classic:

www.hagerty.co.uk/valuation/tool

Of course, you may not agree with these observations. The value of a car that you own is very personal opinion. Personally, I look at all of the classic adverts in Classic & Sportscar and consider how long they have been there without selling. They are clearly overpriced or, is the classic market dying?

Trevor

JDCQ Sunshine Coast Register



Bastille Day Event 12th August

It wasn't *actually* Bastille Day. That is 14th July which this year fell on a Sunday. All the city based Registers, -Gold Coast, Brisbane and Sunshine Coast, have the same problem with weekends; the traffic takes all the fun out giving the cats a bit of a run so they will understand that the Friday before the DAY seemed like a good idea.

Le Coq Bressun with Cindy and Thierry at the helm has moved a few times but has always been a real favourite of this Register. What's not to like? Above all the food is amazing, Thierry is *un bon hôte* and their dining rooms have always been *un peu de France* in the hinterland.



There wasn't a run beforehand ; Sunshine Coast Register stretches a long way north to south so usually half the attendees have quite a journey just to get to the final destination. The latest manifestation of Le Coq is at the Maleny Hills Motel so the scenery of the journey there was gorgeous whichever direction you came from. And they came....With 34 members present this was one of the better attended events of

the year. Some of the old hands remembered the times when there were prizes for the most French looking and dressed accordingly although there were no prizes this year.



of the better attended events of the year. Some of the old hands remembered the times when there were prizes for the most French looking and dressed accordingly although there were no prizes this year.



There was a *table d'hôte* of two courses with three choices for each course. All the plates were clean after, a good

indication that the food was much enjoyed. As usual the room quickly acquired a deafening buzz, a good sign of a lot of conversation among friends. Did I mention it was a lovely sunny but crisp day which just made it perfect? It also showed off the shine and sparkle of the beautiful cars parked out in front.

Nothing more to say apart from *vive la joie* and *à bientôt*.

Words : Wendy Gross. Pictures : Wendy Gross and Debbie Herbert.



JDCQ Mk2 Burlblings with Robin Todd

I had planned that the last issue of the Burlblings would address the Winter Solstice and the JDCQ Classic Monocoque Register event attached to that event but I got side tracked by something else or other and forgot all about this topic. For me it all started some time last century when I became the MK2 Model Register Secretary. You see back in those long forgotten days we had Model Register Secretaries for every different model so the Classic Monocoque Register is in fact a recent modern invention. No sooner had I been congratulated for taking on the position than a number of people advised me that it was my responsibility to arrange the "Jollys' Lookout Breakfast". The plan was relatively simple. All I had to do was advertise the event then on the allotted day go up the mountain to Jollys; Lookout in the early hours to secure custody of all the public B-B-Qs so that later on when all the rest of the group arrived they would have access to a cooking position. The first issue was how do you choose the correct date - advice was plentiful in that it had to be a cold morning in winter so that the Jaguar engines could run sweetly as they climbed Mount Glorious, there should be a light fog in the valleys to make the drive more picturesque, it should be after the first State of Origin clash at Lang Park and some other criterion that I seem to have forgotten, however along came a very imposing event called the Winter Solstice which to me seemed to be what our breakfast was all about so in my mind at least that determined all future dates. At the time we lived at Capalaba so while it was not the furthest place from Mount Glorious it was a fair step which required an early start. It is surprising how the only time the garage door bangs and clangs is when it is being opened and closed in the darkness before dawn, however here we are on day 1 driving away in the darkness in our beautiful Mk2 with the burbling exhaust just making sure our neighbours were properly awake. The drive was lovely and the climb up the mountain was something really special with the heater fully on, windows up but rear quarters fully open and with the car locked in second gear the noise coming back from the mountain was something to behold. We arrived just as the sun was peeping over the horizon and set about lighting all the cooking positions and spreading stuff about everywhere trying to make the two of us look like a big crowd.

The other part of the plan was that all other attendees were to meet at the car park of an Ashgrove shopping centre where Bill McMonagle would get them into shape to leave in convoy at 7.00 am for the drive up the mountain. We were able to have a drink of coffee [made before we left home] while we waited for the main body

to arrive, by which time the raging fire under the various bbq plates had them just about red hot so for most the order of the day was burnt bacon or sausages with black eggs and bread. But let's face it that is what the joy of cooking and eating in the outdoors is all about.

We did many of those runs and I think they were the most enjoyable of all the events we have held. During the event hey day we used to completely fill the car park and access road with Jaguars. What a sight with representation from the Gold Coast, Darling Downs and Sunshine Coast Registers, Jaguars as far as the eye could see all sitting there sparkling in the early morning sun and then at mid-morning we used to welcome Clive and his troop of travelling E Types.

Unfortunately the fun police decided that nobody should enjoy an early morning cook up and so they took away all the wood so we coped by our people bringing wood to burn with them. Richard Andrews took to coming up early and bringing a load of wood with him. The E Type made a rather exotic timber jinker. On one of our final days there was a ranger or guard up there when we pulled up and he went on like some demented fruitcake because some visitors the night before pulled a branch off a tree and some planks off a seat to burn. I suggested that if the council provided the wood to burn maybe people would not do such damage but that provided a new outburst of rage.

I still think that they were great days but how different was the same council when we wanted to hold our City Lights BBQ from the park under the Story Bridge on a Friday Night. Couldn't do enough for us even roped off the area for a private function. Same council different day The other day we had our "Country Luncheon" at Gardens Galore here in Warwick. We had a good roll up but with roadworks on both roads from Toowoomba and of course the Cunningham Gap problems a fair few were held up for considerable time in the traffic queues. Valerie has a life long friend who has her birthday the day before Valerie's so most years we meet up to celebrate. For the last few years they have come up to Bestbrook which they really like but this year they decided they didn't want to deal with the delays. Valerie said no worries we will come down and meet you at the Aratulla Hotel.

Makes you think, didn't it?

The week before we had the annual Historic Sprints at Leyburn. Cameron came up the week early to help [do everything] get the car ready. We knew we had a few problems with the trailer but everything went wrong and at 2.30pm on the Friday we were on the verge of deciding not to go. Anyway we got there and in the rush on

Saturday morning getting ready for the first run I got the number wrong so Cameron ran as number 42 not 43 his real number. The real car 42 had not turned up so after two runs he was able to get his own numbers however the two previous runs stood for car 42. therefore he was competing against himself.

Keep Safe.

JDCQ Classic Monocoque Register
Country : Luncheon
Calendar for 2024

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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Library News with the Club Librarian Ray Hodges

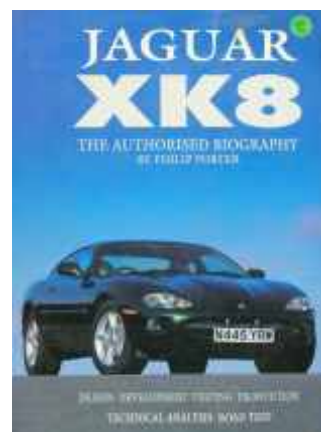
JAGUAR XK8 The Authorised Biography By Philip Porter

GB 36: Jaguar XK8. Author - Philip Porter. First published in 1996 by Bay View Books Ltd.

In 1996 it was Jaguar's first new sports car for 21 years:

- ÷ Prepared with the full collaboration of Jaguar Cars Ltd
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- ÷ Over 200 colour photographs
- ÷ Detailed technical analysis of the new 4-litre AJ-V8 engine
- ÷ Leading members of the XK8 project team interviewed in depth
- ÷ Comprehensive illustration of design and prototype evolution
- ÷ Coupe and Convertible driving impressions

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 July/August issue of the "Queensland Jaguar Driver" was published.

Bob & Sandy Holland (Brisbane)
Paul Rikirangi (Brisbane)
Chris Kenvyn (Brisbane)
Richard Holmes & Claire McAndrew (Brisbane)
Rupert & Rosemarie Johns (Gold Coast)
Tom & Lynne Hughes (Brisbane)
Philip & Adriana Greenhill (Brisbane)
Ian & Marg Konkol (Brisbane)
Robert & Sandra Thompson (Sunshine Coast)
Sandra & Mark Elliott (Wide Bay Burnett)
Kevin & Yvonne Riley (Gold Coast)
Peter Robbie (Brisbane)
Graham & Dorothy Forrest (Wide Bay Burnett)



Cheers,

Stu Gross
membership@jagqld.org.au

A bit of MK2 fettling going on

I have been chasing a couple of problems in my MK2 2.4. It would idle ok but when it was pushed into the need for power it would stumble and eventually run rough and attempt to die. It was definitely a fuel starvation problem and at first, I thought it was the float needle on the front carburettor which I had recently changed was jamming. After much mucking around I started to suspect some sort of fuel delivery blockage.

I disconnected the outlet line from the fuel pump and disconnected one of the fuel lines to the carburettors. Normally blowing by mouth would be sufficient to check the fuel lines were clear but that did not happen. I then connected an air hose regulated to around 5 PSI but still nothing came through. I then went to 20PSI and noted just a miniscule amount of fuel was dribbling through. There was obviously some sort of major blockage.

Jacking the Mk2 high enough to crawl under the car I started to check where the hard fuel line exited into the engine bay. This then went to a flexible 3/8 rubber hose which then fed the original twin carburettor hard lines. I noticed that the flexible line was being held to the body rail by a couple of tie wraps and upon cutting them off I found a slightly fatter and solid piece under a bit of wrapped on black plastic. It turned out that this was the smallest diameter fuel filter I have ever encountered and it was completely choked with sediment.

After doing a google search it turned out that this was a filter which appears to be used in marine applications as the only place it appeared to be listed was in marine outlets. It also appeared to be able to be dismantled however I substituted a common Ryco in line filter and full flow of fuel was restored to the carbies.

More fettling on a "gunna-do" fuel gauge

Exhibition Wednesday was a washout and being weather bound to the house and shed I decided that it was time to tackle one of the "gunna dos" on my list and try and sort out why the MK2 fuel gauge wasn't working. It has been stuck on ¼ full ever since I acquired it and I have carried a wooden "dip stick" which I could insert into the fuel tank to check its on-board quantity. We use dip sticks all the time in light aircraft to check fuel levels against fuel gauge readings.

Removing the fuel transmitter from the tank I found that the float arm and pivot were stuck and obviously unable to register correctly. Throwing caution to the wind I decided to try and free the pivot as I had nothing to lose and at the worst would have to "shell out" for a new one.

I got my smallest vice grip locking pliers onto the pivot shaft and gave it some gentle wriggles back and forth in the rotating direction. It very slowly started to come free and eventually I was able to get complete movement through the full arc of the floats travel. I then attached my multimeter to the transmitter and was able to check that the resistance was changing as the float was moved. I was also able to check that the switch area which makes the low fuel warning light come on was also working.

Using some alligator clips with jumper wires I tested the transmitter while still not in the tank against the fuel gauge and also checked that the low fuel light was working. Being satisfied I put the transmitter back into the tank and connected it up to find that it wasn't working! It turned out that the earth lead from the vehicle body to the transmitter housing was faulty and required some serious cleaning off of corrosion on the terminals. In the end I was happy to be able to scratch another 'gunna do' off the list.

Historic and special purpose registration.

If you are the owner of any XJ40 you now qualify for this registration as every XJ40 ever made is now 30 + years old. At the same time the earliest X300s are starting to qualify as they commenced production in mid-1994. Please abide by the rules laid down for using such registered vehicles. Abuse of this system has repercussions on both the individual and the club.

From the archives

Our editor has suggested we dig a few of these articles out from years past and this one was written in February 2002

The comfort zone in your workshop

There is nothing worse than trying to get things done in a hothouse atmosphere of a typical workshop in summer. It does get worse when your bifocal glasses are full of sweat and occasionally blood and tears.

For some years I have had pedestal fans in the workshop that has alleviated the conditions to some degree but on the really bad days like 35C + I have had to beat a retreat and basically give up. As most South Eastern Qld. Readers know that temperature has been far too common this summer. In fact, this has been the hottest summer that I remember which is confirmed by the Bureau of Meteorology records.

But I have been able to keep functioning to a reasonable degree because I installed some ceiling fans in the workshop. Nothing flash; I actually bought 5 fans for \$50.00 from a weekend shopper advertisement. They did not have speed controllers but had been removed from a house, which had been air-conditioned, and the manufacturing dates showed that they were about 2 years old.

Because of the ceiling height of the shed I mounted the fans on a typical 1 metre length of ¾ inch [20 MM] square tubing and connected the electric motors to leads and extension leads to power points. Speed controllers were done away with on the premise that if it is hot then we want all the revs we can get out of the fan anyway. By the way, aftermarket speed controllers are available for \$25 to \$35 each. New fans can be found around retail outlets with speed controllers for around \$40 to \$50 each. Forget the speed controllers; It's a shonk worked out by somebody/somewhere.

A friend who visits regularly picked up some ceiling fans for \$3 each and has installed them in his shed. He claims that it has changed his lifestyle. But I reckon that is the booze talking as now his shed is functioning like mine with some cooling air moving around and most importantly a fully serviceable beer fridge functioning in the premises in case of excess overheating of the innards of the human denizens.

In retrospect I now wonder how many days/evenings etc. did I work on restorations in primitive conditions when for the sake of a few dollars I could have had far more reasonable working conditions under my control.

Hint. At the end of every summer, you can approach electrical wholesalers/retailers and get t amazing bargains in fans etc. I was recently offered 48-inch brown coloured fans for \$35 each provided I took them in packs of 4. This included the speed controllers. At that price and for use in a workshop, who cares what colour they are.

Until next issue – safe Jaguaring



Farewell Margaret Rowse - Life Member JDCQ



Margaret was born in Broken Hill NSW on the 21st April 1937 and she died on Tuesday 23rd July 2024.

In remembering, it was late 1976 when I had just bought a Jaguar Mk1 2.4l and I used to see a Mk2 on my way to work. One day the driver of the Mk2 pulled me over for a chat and that's how I met Brian Rowse and later, Margaret and the family. I joined the JDCQ in 1977 and Brian and Margaret became not only car club acquaintances but our families became close friends. We all went on weekends away, and interstate and local national rallies. We even shared a unit on most occasions. Then there were wine and cheese nights as well as family BBQ's, weddings and birthdays.

Whenever there was JDCQ event Margaret with Brian was there. Brian was the president and Margaret was always behind him, supporting the club. Many social events in the early days of the club were held at their home at Eight Mile Plains. There were times when Lofty England and even Stirling Moss were guests.

Queensland	
Year Awarded	Names
1985	Brian and Margaret Rowse
1986	Perry Murray
1987	Peter Lehrke

Brian and Margaret were the first to be awarded Life Membership of the JDCQ, the highest honour the club can bestow.

In losing Margaret the last part of the amazing Rowse team leaves the club but the legacy of what they were part of remains as the JDCQ.

At the recent Macs Bridge meet at Caboolture which was only a few days before Margaret passed, I met up with Jeff Rowse (the elder son of Margaret and Brian) and with the JDCQ 50th Anniversary coming up next year we were talking about how Margeret would be able to get to Toowoomba since she had moved to Esk after Brian's passing a few years back. Even to the end Margaret had her favourite Jaguar from their collection – a Jaguar XJC.

Margaret leaves behind her children Jeff, Peter and Julie (deceased around 4 years ago) and their families.

So now I am the longest serving Life Member. I deeply thank Brian and Margaret and their family for allowing me to become a part of our lives together over the past 48 years or so. To those who knew Margaret Rowse there are many good memories. For the newer members who didn't know this wonderful lady I only hope this provides a small insight.

Peter Lehrke



PAINT AND PANEL

By Mark Thompson - JDCQ DD

Mother nature has provided a colour spectrum. In this spectrum there are seven colours - red, orange, yellow, green, blue, indigo and violet (ROYGBIV). Red, blue, and yellow are the primary colours, secondary colours are green, orange and indigo, violet being a tertiary colour. Combine primary with secondary and tertiary colours in any ratio and the results are an infinite colour range. This doesn't even include shades created by adding black or white in various ratios. Man decided this wasn't enough and added metallics of various coarseness and mica flakes which allow colour to pass through and reflect at the same time. Add a mica combination over a solid colour and the nightmare begins for an automotive spray painter.



Every car has a paint code. By entering this code into the paint manufacturers data base the painter can access the colour formulation. The formula comprises of a combination of tinters which are weighed accumulatively to achieve the colour of the car. If only it was so easy.

A given paint code may have a number of variations. For instance paint code 1F7 is a Toyota silver. For this colour there is a page of variations which can be a red, blue, yellow, finer or coarser versions of the original colour. Cars are manufactured all round the world. Each plant may use a different brand of paint, the tinters of a given brand are not identical to another brand. For example an ochre tinter may have a red hue as against a green hue in another brand.

Resprays and weathering of colours play a crucial impediment to colour matching.

There are many tools available to aid colour matching not the least being the skill of the mixer. Colour chips were once provided by paint manufacturers that allowed a visual comparison, these were expensive to produce and not often updated. Technological advancements led to the introduction of Spectrophotometers. These are gadgets that literally read the car colour that is then deciphered by a computer to give the best matched formulation. Sometimes due to resprays or weathering the colour mixed formulated may not even be for the actual make and model of the car but that of another altogether.

Once mixed the painter will spray a card that can be held against the car to determine its correctness. Sometimes errors occur which require the mixed colour to be adjusted. Most automotive paint manufactures will map their tinters on a colour wheel. This tool allows paint mixers to alter a colour formulation to better match the colour on the car. Using the colour wheel the painter can use a tinter to adjust the mix. For example a colour that is too red can be reduced by adding the tinter that is directly opposite which in this case would be a green.

Given the complexity of colour its not hard to understand the difficult task of colour matching. Many painters opt to blend the colour into the existing paintwork in order to reduce matching timeframes. Application, temperature, and even primer colour can also alter the paint colour, but thats a subject for later

In the meantime keep it straight and shiny

Mark

JDCQ Sunshine Coast Register

Taking the bait

Did you know that John and Debbie, are in line for a Gold Medal JDCQ style? This is the second event that they have *masterfully* conducted in the space of a month. What a team...but does that mean that the gaps in the calendar need a little more enthusiasm from members who are currently conserving their energy? Just to clarify that adjective in italics, think sardonic grin and welcoming smile. I will leave it up to you to allocate faces to names. Mooloolaba Spit, and I am a southerner, conjures up scary visions of long queues for anything that even pretends to be food. I will always try and support this dynamic duo, but I was a little hesitant to hit the enter button on my already late rsvp on this one.

This was the run that wasn't a run. I am unsure whether logic won over logistics, but the venue, at Anzac Park, was a "get there under your own steam" concept. Cleverly, the Herberts had specified an area where parking was both, readily available and well in view by passersby. How this was achieved when there was a construction zone next door and, in the street, cars were parking in trees, was not explained...again that grin. Best not to ask. We had the grassed area with its tables and bench seating under cover to ourselves. That never happens when I run an event.

There were 21 members and friends that thought the above would all work, and that it was time to include some fish in their diet.

Attendees -

- | | |
|--|-----------------------------------|
| John & Debbie Herbert | XJR (not the white one) |
| Roger Tarlton | XJ |
| Laurie Pearce & friend Bob | F Pace |
| (Sue, Laurie's wife had gone to Menopause, it's a live show, not what you think) | |
| Barrie & Julie Mc Devitt | S- Type |
| Chris Holland | Subaru, not the Daimler |
| Ralph & Suzi Johnson | F-Pace, new to the Johnson family |
| with friends Shane and wife | |
| Sue Price - Lindsay not in attendance, packing to play boats hence no Daimler | |
| Wendy & Stu Gross & "Cee Cee the Dog" E Pace | |



JDCQ Sunshine Coast Register



Christmas in July, 25th July 2024.

A great roll up for our annual Christmas in July at Yandina Hotel, and historic country pub on the Sunshine Coast.

After a couple of dropouts due to health reasons (including our esteemed Chairperson) 37 members enjoyed a hearty meal of beef & pork together with roast vegies followed by delicious pavlova.

Ian McKinney had invited a group of past members and together with a good spread of members including new members Bob & Jackie Gray, judging by the level of chatter and banter all had a great time. Great to have Ken Parmenter with us in his new toy (Red XJS).



Julie McDevitt was the lucky recipient of a box of roses chocolates for the lucky door prize.

We had an array of Christmas ties and shirts amongst the gents and the ladies had delved into their Christmas jewellery boxes."

Words and Pictures: the Herberts

John and Debbie Herbert



A Day In The Country, UK Clive Arnold

Planning a recent trip to the UK, I decided that I'd try to include a Jaguar social activity. Searching the E-type Magazine, to which the JDCQ subscribes, I found a promising event at a suitable time and place.

The venue was Kelham Hall at Newark mid way between Nottingham and Lincoln. Wikipedia states that Kelham Hall is the third country house on the site. It was designed in Gothic revival style by Sir George Gilbert Scott and completed in 1863. During the second world war it housed, amongst others, US oilmen who were involved in drilling for oil at the nearby Eakring oilfield.

On the event day the weather was perfect with a Brisbane-like sky at a Melbourne-like temperature.

About 50 people in 30 cars attended. We enjoyed some great tyre-kicking and an elaborate three course lunch in a vaulted, columned dining room. The standard of the cars was well above average and some were exceptional. A case in

point was the opalescent bronze, 3.8 litre, Series 1 E-type pictured below. It's owner had done the entire restoration himself and the panel fit and finish was the best I've ever seen on an E-type (Car Number 860927).

I thoroughly enjoyed this event. It ran perfectly and was done in style.



Series 1 3.8 litre E-type 860927

JDCQ Central Queensland - Capricornia Register

Capricornia Cats Scatter for Month of July, then return to congregate together for month of August.

The Capricornia Register usually gather together monthly, however, July saw a different and more scattered approach for the prowling Jaguars.

Four members, John & Gail Newton and John & Henryka Shephard accepted the invitation from Mackay/Whitsunday Register and joined in for their *Christmas in July* at Eungella. The drive through the Pioneer Valley and then up the range to Eungella is always one to enjoy with beautiful scenery. The invitation from neighbouring Registers is always appreciated, it is a great opportunity to gather with more Jag enthusiasts and make new friends.

On the same weekend, seven members, John & Lyn, Errol & Barbara, Chris & Marlene and Barry, purred over to *First Aid Easy* at The Causeway Lake to learn the finer details on using the Defibrillator. All who attended agreed this was very worth-while and following the business part of the day, lunched at the Pine Beach Hotel, Emu Park.

A few days later, six members; Gerry, Barry, Russell & Reen, Chris & Marlene, purred down 'The Bruce' to visit the Brisbane Motor Museum. This impromptu drive was organized by Chris Millard as he was keen to see the 'Jaguar Stories' exhibit before it ended on July 28th. This three-day get-away was a lot of fun and the exhibit was brilliant! The museum is designed to a high standard and well worth a visit for any car enthusiast, no matter which exhibit is showing. Each member chose their favourite car/cars for a photo.

Following closely, on the weekend of July 19th, 20th & 21st, four members; Frank & Marie, John & Lyn stepped back in time at the Queensland Heritage Rally at Biloela. A display of vintage agricultural machinery and vehicles, as well as demonstrations and novelty events made for an interesting time.

August saw the Cats all back together again for a General Meeting at the home of Peter & Kris Rodda, followed by lunch at The Club Hotel, Gladstone.



JDCQ Central Queensland - Capricornia Register

Five Questions with Kris

I asked Steve and Vicki Williams about their Jaguar Journey

1. What was the first Jaguar you owned?

Steve: My first Jag was a British Racing Green E Type 2+2 that I bought in England. I transported it to Australia and when it arrived, I drove it from Melbourne to Mount Isa. Alas I sold it when my second child came along as it became a little too cosy on drives. Eight years ago, I went looking for that first car using the International E Type Register and Twitter to track it down. I found that it was back in England and that the owner had been looking for me two years earlier. The new owner had the car fully restored and had even kept the same registration numbers as had been used in Australia.

2. What are you driving now?

Steve: I have a Red 1969 E Type 2+2 as well as a red 1965 3.8 S Type. We also have a red Prado and a red Lexus.

Vicki: We do like red cars.

3. How long have you been in the Jag Club?

Steve: I was a member in the UK as well as in Brisbane for a time. We joined the Capricornia Register when we bought the S Type. I purchased it off the then Treasurer of the club and inherited the position of Treasurer with the car.

4. What is the best thing about the Club?

Steve and Vicki: The people are the very best of the club. The club has a great camaraderie where everyone helps one another in a supportive and caring way.

Vicki: I really appreciate how everyone has been so welcoming to my Mum.

5. What is your dream Jaguar?

Steve: I have it, it's my E Type

Vicki: I wouldn't mind a red convertible F Type.



By Kris Rodda

Due to the Gladstone Port to Park Fun Run our usual spot was closed for our August meeting. As an alternative we met at Peter and Kris Rodda's place. With nine Jags in attendance the driveway had never looked so good. A great morning tea followed by our meeting had the morning racing by. Most notable from the meeting was discussion around our drive calendar and our upcoming Christmas party. We all moved the Club Hotel for lunch. Our next outing is at the Rockhampton Botanic Gardens and our next meeting will be our AGM.



JDCQ Darling Downs Register

Annual Sports Event

organised by June Whitehouse

Story & photos by June Whitehouse

On Sunday 11th August Darling Downs Register met up at the Floating Café, Grantham for morning tea, before going to Lockyer Valley Sports & Aquatic Centre, to have our annual sports event, this year, as organiser, I thought "shooting hoops" might be a bit of fun. We arrived at the sports centre at 10am and while the men were still in the carpark, discussing Jaguars, the ladies sensibly made their way to the basketball court and familiarised themselves with the task that needed to be done. Each competitor had 10 shots at the hoop, taking turns until all their shots were complete. There were only four ladies and seven men, so the ladies finished first. I had drawn up score sheets, for the 10 shots plus 5 extra shots if there was a draw, and a play off if still drawn after that. When the ladies finished their competition, they then decided to try throwing the ball backwards, to see if they could score. There were many close calls, but Helen eventually did succeed. When we were all finished, we made our way to Lake Apex Park to have our meeting, award trophies to the male and female winners and have our raffle. The male winner for 2024 was Chris Lok and the female winner for 2024 was Helen Thompson. It is probably best not to record scores, as this could prove embarrassing to the menfolk, but what I will say, is that if we had been a mixed male and female team, the ladies would have taken 1st, 2nd, 3rd and 4th positions. With all club matters done we walked over to the Colonial Café in the Cultural Centre, for lunch. It was a very pleasant day with the usual banter and laughs. It just leaves me now to congratulate the winners, thank those who donated raffle prizes and thank the organiser for organising the event. So, I thank myself for organising this event, I did a great job and I am appreciated. Well, someone had to say it!

JDCQ Mackay - Whitsunday Register

Christmas in July

A very pleasant weekend at Eungella enjoyed with John, Gail, Henrika and John from Capricorn register, The McCabe's, Karen and Trevor from Townsville and Tonny, Lyn, Andy, Sarah, Rick, Lindsay, Paul and Maree from Mackay.

Cedar Gallery was a good choice for Saturday after breakfast and well worth a visit when in Eungella.

The Sunday markets were well attended on the way home.

Our next registered outing is Easter in October 4th, 6th and 6th October at Hydeaway Bay and Christmas lunch at Midge Point Tavern, 1st December.



2024 Mac's Bridge 14th July 2024 at the Caboolture Airport

by Tony Nelson

For over 39 years, the Triumph Sports Owners Association of Queensland (TSOAQ) has held a car display starting at Tully Memorial Park beside Maclean's Bridge on the Mount Lindsay Highway at North Maclean where The Combined Sports and Classic Club (CSCCA) first held a car display. Many of our long term readers would well remember this event was held on Mother's Day and many mothers were dragged along to this event and sat around waiting for it to finish.

The Triumph Club took over the management of this annual event, but sadly still left the date Mother's Day.

They outgrew the park and the local council wanted to provide space for free campers to stay overnight, so the event moved on the 15th May 2011 to Lakeside Park Raceway in the 50th year since its inauguration. Probably not the most suitable space for a static car event, but it lasted a few years there.

On the 18th of May 2014 it moved to the Griffith University – Logan Campus grounds at Meadowbrook which was a more car friendly space.

By chance, a committee member of the Triumph Club met a committee member of the Belmont Rifle Club. The Rifle Club was trying to improve its public profile and the suggestion was made that the Triumph Club might like to move there for the annual event, which suited the writer as we live at Carindale.

For many years, I have been involved in arranging displays at Mac's Bridge events for the Jaguar Drivers and Alfa Romeo Clubs, at the Meadowbrook, the rifle range, and now Caboolture. The Triumph Club committee allowed me to select the display positions and with a few Jaguar members with prostrate problems at the rifle range, I selected a site near the toilets and positioned these two clubs side by side. This year my responsibilities moved to three car clubs and again we were rewarded with a front row position close to all facilities. This same space has already been reserved for 2025.

The Triumph Club has always tried to rid itself of the Macleans Bridge or Mac's Bridge labels but they are stuck with it and are now trademarked to them.

However, for new people attending, I find it best to always provide the address, so the new people don't turn up as the Grey Nomads are having breakfast at the original location. Sadly, that park is now also filling up with homeless people. COVID cancelled the event in 2020 and the 2021 event was run with strict COVID compliant protocols. JDCQ and the E+F-type Register celebrated at this event, the 60th anniversary of the introduction of the E-type at the Geneva Motor Show. We fielded a Qld record of 74 E-types on the day and 33 other Jaguars joined us in the display. We won the best display award also on that day.

2023 was cancelled due to a problem all clubs are finding, a lack of volunteers.

2024 saw the Triumph Club join up with the Mazda MX5 Club and a new location at the Caboolture Airfield.

Gail and I enjoy cruising and we did not get back home until 27th June. Not long after arriving home I swung into emailing the membership to gain registrations for this event, while still suffering from jet lag. It now takes us 10 days to recover whereas when younger, we used to get off the aeroplane and go to work that day!

There was some pushback for the membership about the drive to Caboolture whereas I looked upon it as a chance to awaken my car and actually heat up the motor for the ¼ hour drive. We had members attend from the Gold Coast, Dalby, Sunshine Coast and closer locations to Caboolture. Two sons also gave up their day to drive and assist me display my Jaguar E-type, Alfa Romeo Montreal and my newly acquired Honda NSX-T.

Just over 500 cars displayed on the day and there were many more spectator cars parked at the location.

Clive Arnold instigated an event where members met beforehand at 7am at Morayfield for breakfast before proceeding to the airfield to arrive at 8:15am and this was well attended.

Our display was on the main East - West grass runway. The airport also has a sort of North - South runway which was still operational on the day.

Sunshine Coast JDCQ member Tony Allen volunteered his services to assist members to their display positions and was there even before our arrival. On arrival at 7am we marked out a 4 metre wide display bays, so that there was not any trading of door panels or paint. I want to publicly thank Tony, as I am finding coordinating 3 car clubs becoming more challenging as the years pass by.

The excellent photographs our Editor has chosen to put with this piece were created by 35 year member John Heidemann of the Alfa Romeo Club.

The weather was sunny but very cool and hats off to the members who arrived with the tops down in their Jaguars.

It certainly did not help that the date clashed with the Noosa Classic, but we still had 33 cars and 48 members register for the event which certainly helped us plan the display space. We ended up on the day displaying just over 40 cars including 10 E-types and 3 F-types.

Look out for the date in the JDCQ calendar when it is selected for 2025 and reserve it in your calendar.

An extra bonus will be witnessing some warbirds doing a flyover at the event.



Days of Obligation- Mac's Bridge 2024

Words by Charlie Provis July 15th 2024 Pictures by Joy Cooper & Ali Heywood

We all have particular dates that show up in red on our iPhones. Those reminders are there, because come what may, we cannot fail to perform the "where to go or "the who to see." Australian Rules football have the 15th of June which is the anniversary of the first match played in 1859. The Australian Touring Car championship at Mount Panorama, seemingly for the last time this year, is what works for devotees of that branch of motor sport. Aussie golfers have the Australian Open. We Queensland based classic car tragics, to which class I proudly belong, have 2 days when there are no excuses for not fronting. They are All British Day, and Maclean's Bridge which are both held yearly. Since the 1970's, Maclean's Bridge has been a day for the exhibition of Sports and Grand Touring vehicles of any age, held by the Triumph Sports Owners of Australia.

This year's Macs Bridge day was held at the Caboolture Airfield, with joint management by both the Mx5 owners and the TSOA, after an absence of a few years due to Covid and a change in priorities within the originating club, as I understand.



An excellent initiative, by the E and F type register, was to meet at the Stella Rossi restaurant, in Morayfield for a 7am breakfast. I have noted before that the folk in this group, do enjoy a meet up over their cornflakes. It was a good opportunity for a bit of inter register interaction to



start the day. Full of anticipation and everything except cereal, we motored for 10 minutes across to the

Airport. Our little quartet of three Jaguars and a Morgan, caused one cyclist to mount the kerb as he was distracted by our rolling preview of the day to come. As exhibitors, we had prepaid our entry and access to the event was painless. In the other queue there were considerable delays. It was difficult to miss the Jaguar display as it was by far the biggest and closest to the gate. On all that real estate, we parked 10 E Types, 7 XJS's, 2 F Types, 7 XKs, 4 XJs, 1 X Type and an SS replica.

Some club members were busy seeing if we could park straight, others erecting the unadvertised canvas marquee. After failing the initial challenge, I joined the second group and hammered tent pegs for 10 minutes or so with more success.

Lots of familiar faces with which to return salutations, and others to whom a nod to acknowledge the green shirt was the format for me.

These events are not just about the cars, 500 in this case. So often the people make it great. We had worked our way through the Ferraris including the

stunning example belonging to Phil and Ali, past the Porches and had stopped in the Lotus line-up to look at, what I think would be a model 6. The owner was on hand, a fellow of slight build in his early 80s, I guess. He confirmed its original status and advised that he had raced against Gentleman Jack in this car. If that wasn't enough of a moment, he removed his shoes, opened its tiny half-door and clambered aboard. He explained that the pedals were too close to drive with today's shoes. Isn't that priceless. The motor coughed into life on the 2nd try, he tickled the throttle for about 30 seconds to warm it up, slid the lever into first gear and with a smile he was gone.



The allure of a 1928 BSA motorcycle and sidecar resplendent in green with gold accents was impossible to resist. Its owner said it took 25 years to source or make all the needed parts. The sidecar predated "Swallow Sidecars" which, as you may know, were the first Jaguar body builders, and the car's early title of SS.

The charming concept of Mac's Bridge is that it caters for any vehicle whose owner feels that it's special. From the local scene there were 1950's Holdens. Americans were represented by Buicks and Chevrolets, including a 1957 high finned example which is very sought after. France had a Citroen Traction Avant, in black of course. From Sweden came a couple of Volvo 122s cars which were very successful in rallying during the early 1970's. The Mazda Mx5 club with examples from the original "flip-up headlight model, which fetch a pretty penny, to the current ND, and the Triumphs in both sports and sedan format and had large displays. Morgan only managed 5 examples.

There were probably more marques to see and owners' stories to hear, but it was getting near feeding time. Most of the prancing horses had earlier disappeared to lunch on Mount Mee, so I heard. We decided to save our remaining enthusiasm for 2025 and do it again.



Report on Weekend Drive to Roma

by Neil & Jenny Summerson

On Friday 28th June 16 members of the Club set off for Dalby. Some started from Brisbane in convoy and others met the group in Dalby.

By Friday at 4.00pm all had arrived with the exception of Jim and Lucy whose S Type had a minor electrical issue in Dalby at 5.00pm but they found a marvellous mechanic who diagnosed the issue quickly. They joined us at 6.00pm just in time for pre-dinner drinks.

We stayed at the Roma Explorers Inn, a very large motel and conference centre.

Friday night we ate in the motel restaurant. What a great meal.

Service was excellent but like a lot of outback towns owners of hotels and motels struggle to get staff.

The Manager was Jill Gordon and her husband who turned out to be long ago friends of Barry and Joy Cooper when they lived in Mackay. Small world.

Backpackers are so important in these Country towns.

The restaurant was managed by an Irish girl, the bar was managed by a Frenchman and the chef for the night was from Argentina.

Saturday morning took us to the "Big Rig", a tourist attraction in the centre of town which gives a history and the development of the gas fields in and around Roma.

There is an old drilling rig, machinery, display boards etc but also an observation rig with a platform.

This observation deck at the top provides a wonderful view over Roma.

Who knew Roma was the first town in Australia (1906) to have gas lights and gas for cooking?

For lunch we went 15 kilometres west of Roma to a new distillery called the Western Queensland Spirit Distillery <https://www.westernqldspirit.com/>

They have only been operating for 9 months but have had 15000 visitors and sold 100000 bottles of gin.

The meals and service were great and Jeremy, the manager, gave us a snapshot of the history of the facility. It recently featured on ABC Landline.

In the afternoon we went to a car museum called Up The Creek Car



Report on Weekend Drive to Roma

by Neil & Jenny Summerson

Museum. George was the owner. What a character.

His wife had prepared coffee/tea and scones for our group plus George had some really interesting stories about his collection of 35 cars.

Whilst the collection was interesting of more interest were two very alive Texas Long Horns (cattle) which were in a fenced off area around his cars.

Some of the group went off to see Roma's largest bottle tree with a girth of 9.6m and 15m tall, while others visited the outdoor sculpture art in a park near the motel.

For those that have not seen Roma, the town has bottle trees in almost all the town's streets.

The main street, Avenue of Heroes has 93 bottle trees planted between 1918 and 1920 to honour the service and sacrifice of WW1 soldiers from the district. Each tree has a brass plate with a name.

Saturday night was a lovely "Christmas in July" dinner in the Motel Restaurant. A Christmas tree, festive tablecloths and bon bons for decorations with a ham and turkey dinner. Just perfect.

A trivia quiz was run and some prizes were given out.

We all left for home early Sunday for the 490 kilometre drive home.

Roma is a very nice town with lots to do. We highly recommend it to others to visit.

Jenny and Neil



Christmas in July



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