



NORTHERN JAGUAR MAGAZINE



*Ray Ryan's 1994 XJ40 Sovereign, British Racing Green – but can you see any blue in there?
See Social Events – Cruise for a Cause.*

MARCH 2016 - EDITION



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PRESIDENT'S Report



All British Day 2016

We have been hosting our foremost club event, All British Day at the Cathedral School since 1999, thanks originally to one of our past members who was Deputy Head at the time. We are indeed very grateful to the school for its continued support. The tropical setting around "The Lagoon" makes it a very attractive venue for this display.

The history of the British Motor Industry, although a triumph of ingenuity and engineering, is one of acquisition, with manufacturers buying out other manufacturers and their supply chains. This process continues today and most of the original marques are discontinued. Many of these are now unique so the display offers a rare opportunity to see them.

ABD is held in many cities throughout Australia and hosted by various different organisations. The first ABD was held in Sydney in 1981. Our club is very fortunate to have the privilege of hosting ABD in Townsville. It was held here for several years previously and first organised by Kevin Fleming. Kevin has public relations experience and is helping us this year since we are making it a special event for the Queen's 90th, and has been appointed as our official ABD PR Wallah!

This year we intend to have the Military and Historic Vehicles, Military Re-enactors and Collectors Clubs supporting us as well. It is only fitting that we have military displays in this Army City. We will also have some British bicycles, die-cast cars, model cars and some other displays.

Our grant funding decision is due late April and how much promotion we do depends on this. We have sent you some of the Letters of Support which were requested by the Council to assist our application. I was very encouraged by what was written about ABD and our conduct of the event.

Joe Pannia
President – JCCNQ Inc.

MANGEMENT COMMITTEE

PRESIDENT: Joe Pannia



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Email: resval@iinet.net.au

TREASURER (Acting):

Nigel Miller



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MAGAZINE EDITOR:

Nigel Miller

SOCIAL SECRETARY: Vacant

CLUB APPOINTMENTS

REGIONAL LIAISON FNQ:

Wendy Anderson

MERCHANDISE

Jim Bateman

DATING OFFICER (Club REGO)

Reg Fels

FUND RAISING

Peter Dixon



PO Box 3830
Hermit Park,
QLD 4812
www.jagnq.com





EDITOR'S Chit-Chat



Club Cars

Mark V	2
XK120/140/150	2
Mark VII/VIII/IX	1
Mark 2/Daimler 2.5	11
E-Type	2
Mark 10/420G	1
S Type (classic)	2
S-Type X200/2/3/4	3
X308	2
XF	1
XJ6/12/C S2	8
XJ6/12 S3/Sovereign	16
XJ40/Sovereign	6
XJ6 X300	3
XJ6 X350	1
XJ8 X350	2
XJR	1
XJS	9
XK/XKR	2
X-Type X400	2
	77

According to the latest info I have available, we have 77 cars in the club, as per the list on the left. The XJ6/12 Series 3 in its various guises, including the highly collectible coupe, is far and away the most popular car, closely followed by the Mark 2/Daimler 2.5 V8. I for one am surprised at how many XJSs we have!!

I'm quite sure there are more cars than this in the club, but we haven't captured them in our list. For example, we know that Jim Lewis in Charters Towers has a second Mark VII in his shed, and we've only recently "discovered" 2 additional cars in Ayr.

You will by now have received an updated copy of the club membership list. Please check the cars under your name, and let us know if you have any other Jags that are not recorded – even if they are "spares" cars.

How about a target of 100 cars in the club? We could have a celebration when we achieve it!! We have 42 financial members, which means every sub so far represents 1.8 cars.

Therefore we should also target 55 financial members?

Only 15 new members to find.....

Non-Club Car spotted



I saw this hard-worked Sovereign parked on the Strand, while Cruising for a Cause to Strand Park. Didn't get to meet the owner though, but the car is definitely not on our membership list.

Not a Jaguar, but.....



Lyndsay & Rina Hall collect Jaguars, but also have a classic Chevrolet Bel Air. The car is a bit dusty, but looks pristine, and is apparently for sale. Any takers?

Help me to fill this page!

If you have any interesting comment, piece of news, or want to "have your say", please send me an email at millwind@bigpond.net.au – I'll do my best to include it in our next Newsletter:- Nigel Miller



CLUB MERCHANDISE FOR SALE



These lovely coffee/tea mugs proudly display our Club logo, with a panoramic shot of a number of our well-known club vehicles. The mugs are available for only \$10 each, so treat yourself or someone close – by calling Nigel on 0400 599 637



N.B. – Nigel will bring some mugs, and other club merchandise, to our next members meeting on Wednesday 1st April. Bring your wallets!!

CALENDAR OF EVENTS 2016

CLUB MEETINGS: Time: Dinner 6:00PM Meeting: 7.30PM on 1st Wednesday of monthly except Jan and Dec.

Place: Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld 4810

APRIL Wednesday 1 st Friday 15 th - 18 th Sunday 17 th Monday 25 th Friday 29 th – Sunday 1 st	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Jaguar National Rally, Sunshine Coast Sunday run to the Army Museum, Jezzine Barracks, Townsville. Anzac Day Parade, Townsville Tablelands Weekend
MAY Wednesday 6 th Sunday 15 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Townsville T150 Heritage Day
JUNE Wednesday 1 st Friday 10 th – Sunday 12 th Saturday 18 th Sunday 19 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Charters Towers Motor Show & Swop Meet ABD Dinner All British Day - Cathedral School, Townsville
JULY Wednesday 6 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Airlie Beach overnight
AUGUST Wednesday 3 rd	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Charters Towers day trip
SEPTEMBER Wednesday 7 th Sunday 25 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Cardwell day trip
OCTOBER Wednesday 5 th Sunday 25 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Local
NOVEMBER Wednesday 2 nd Saturday 26 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. AGM/Christmas Dinner

NOTES:

Emails: If you change your email address please advise the Editor as emails save time and money. Similarly, if you have an email address, but receive a printed copy of your magazine, PLEASE let us know. Printing and postage costs continue to rise.....

Sunday Runs: We will be organizing as many “casual” Sunday runs as possible during the year. Please let us know if you have any suggestions as to where we can meet – it would be nice to move around a bit, rather than always meet up in the same place.



SOCIAL EVENTS



CRUISE FOR A CAUSE TOWNSVILLE 13th March 2016

by Nigel Miller

It was a dry but slightly overcast morning as cars began to arrive at Sunland Plaza, Cannon Park, for the inaugural Cruise for a Cause organised by the Lions Club of Townsville, Castle Hill in support of Spinal Life Australia. The first Jag to arrive was Joe's 1986 XJ6 Sovereign, followed by Nigel's 1989 XJS and Ray's 1994 XJ40 Sovereign. (We had hoped for more Jags on the day.....). After a brief pep talk from organiser Brian, nearly 60 cars and some bikes set off on our "cruise" to Strand Park. The Jags kept together, with Nigel following a lovely red & white "Fordomatic" sedan and not worrying too much about the route – until the Ford stalled at Dalrymple Road. The sun was shining, and the day was heating up, with no sign of rain, as we arrived at Strand Park to take up our allotted positions among a host of shiny bright machinery.



We couldn't have hoped for a better spot in the park – an elevated position, cars looking ready to pounce on unsuspecting passers by!! After settling our cats into their allotted lairs, we strolled over to the Shannon's gazebo to chat with Mick Byrne, to thank him for arranging the generous sponsorship - \$500 - for this year's All British Day.

The main topic of conversation seemed to be the colour of Ray's Sovereign – British Racing Green according to the paperwork, and to EVZ who resprayed it some years back. (During the "robust" discussion it transpired that both Nigel and Ray are colourblind!*\$#!). Opinions were solicited from various people, and "blue" was the most frequent choice. Only my son Callum got close, describing it as green with a blue fleck. The jury is still out.....



As the day wore on, several club members came to chat, including Blair (Warry), Ron (Blackshaw), Brian (Yarrick) and Morrie (Dempster). Chris had arrived earlier to give Joe some moral support.

There were a number of prizes on offer, and all cars in the park were judged – but none of our three cars stood a realistic chance of winning – despite Joe's offer of a "donation" to the man with the clipboard – his pockets were apparently too full, yet he still found time to discover a previously unknown scratch on Ray's Sovereign!!

The day wound up at around 1:45pm after the award ceremony, and we all gratefully retired into our air-conditioned cars for the return home, and perhaps a frosty green bottle. We all had a great day with our Jags, and some serious money was raised for a worthy cause. What more could we ask for?



I rose early on Sunday morning with great excitement about the Jaguar run to Ayr. Why you ask? I was “Driving Miss Daisy” to Ayr. No, I was driving my 94 year old mother for her first trip in a Jag and what better way to go than with a group of Jaguar enthusiasts. We set off from Rangewood in convoy behind Nigel and Lee in their 1989 Blue XJS and soon arrived at Fairfield Shopping Centre to meet the others for coffee and a chat at Bambini’s Café. Excellent spot and very efficient service. This was ideal time for introductions and to renew old acquaintances. Twelve people turned up including Blair, who was “Jagless” as he had recently sold his beautiful Mark 2 Daimler. Some of the newer members to the Club had the opportunity to talk to the “long termers” to discuss cars and other interests. It is amazing the diversity and experience that members have had with cars throughout their lifetime.



Rahayu, Sue, Lee and Chris a.k.a. The Spice Girls,



Time to go. Joe and Chris set off to Ayr followed by Jim and Rahayu, Peter, Nigel and Lee. Bringing up the rear were Sue and Steve followed by “Tail End Charlie” Ula and Phil. Sue and Steve kindly waited till I managed to get Mother into the car, which is always a bit slow. The trip was fairly uneventful, except for when Sue decided to show some “slow coachers” in front of her what a Jag can do and in no time we were both past them with quick acceleration. The comment from my passenger was “By god this thing can go and is so comfortable!” and I replied “Mum, this is why we all like Jags”.

Arriving in Ayr an hour later we were meet by all the other members at the Clove Café, which appeared to be the only restaurant open on Sunday. This was a hive of activity and the noise was difficult for conversation. The service was very slow but the meals, when they finally arrived, were enjoyable.

By early afternoon it was time to head off to the event we had all been waiting for; a visit to Lyndsay and Catherina Hall at their cane farm at Clare. All in convoy with Joe and Chris at the helm, we made our way down through the cane fields to Clare along surprisingly good bitumen roads. I had envisaged numerous stone chips but suffered none. On arrival we were greeted by Lyndsay and ‘Rina who made us all feel very welcome. They had gone to the extra trouble to assemble the cars in a large open area under cover for us to gaze at in amazement.

We were greeted by 5 immaculate, shiny works of art!!



The Fire Engine Red Mark 2 - 3.8 (1962) had been heavily modified but well done. It has a 4.2 engine, an uprated gearbox, air conditioning, power steering, power seats from a Daimler (don't know what model), and power windows. Lyndsay bought it as it is today, and has not carried out any of the modifications himself.





The 1986 XJ12 S3 Sovereign has a JAG emblem in the front seat squabs



Most of us can only dream of getting a shine like this on our cars!!



The British Racing Green XJS convertible is a "facelift" model, with the 6.0 litre V12 engine. Lyndsay bought it "sight unseen". It is reputedly the last of the right hand drive convertibles to come out of the factory, and so has a substantial but undetermined value.

The 2011 XF is an unusual colour - CAVIAR - which looks spectacular. This is Rina's car.



The 5th car is 2014 XKR V8. (I'm sure you know that the "R" means that it's supercharged, but don't ask me what it stands for.)

Lyndsay and Rina's son Peter is as much an enthusiast as they are, and does a lot of work with the cars.

The cars are all kept in garages, and are under constant CCTV cover.

All the Jags are fully registered, and regularly used.



Towards the end of the day "Miss Daisy" was getting very tired so we opted to leave early while the others continued to enjoy the discussions and examination of the cars.

We are all very grateful to Lyndsay and Rina for giving us the opportunity to drool over their cars. Joe presented to them some keepsakes of our visit, a couple of JCCNQ coffee mugs, and some keyrings, and then we were off back home – and some of us even got to listen to the Australian F1 GP on the radio.....

Whatever happened to JAGUAR RACING?

UPCOMING EVENTS

Friday 15th – Monday 18th April 2016.

THE JAGUAR NATIONAL RALLY will be held on the Sunshine Coast this year. We know that Peter Dixon will be attending, and representing our club at this great event – will any other members join him? It's a major national event, and will be an experience not to be missed. *(Peter, please take lots of photos, and don't forget to write a short piece for our Magazine: Editor)*



For more details, and to register your participation, please go to [Jaguar National Rally 2016](#)

Monday 25th April
ANZAC DAY PARADE

We haven't had any details of our participation in this Townsville City Council event. As soon as it is all finalised, we'll let you know by email.

Friday 29th April – Sunday 1st May 2016

TABLELANDS WEEKEND

The Tablelands Weekend will be one of our major outings of the year, when we hope to meet up with all our friends and fellow members in the regions north of Townsville – well, as many of them as we can!!!

Some Townsville members will leave on Friday afternoon, while others will be leaving early on Saturday morning. Meeting points for the journey to Atherton haven't been fixed yet, we'll let you know as soon as they are decided.

Accommodation for both Friday and Saturday will be at the Big 4 in Atherton, who have agreed to give us a 10% discount on their advertised rates. Please contact them direct to make your booking. Their number is 4091 1407 – and don't forget to tell them you're with JCCNQ or you won't get your discount!!

On Saturday we'll all meet up at a suitable eating house in Atherton, from where we'll drive to Herberton Historic Village. Entry to the village is normally \$27 per person (\$25 concession), but if we can muster up 15 or more members to attend they will lower the admission price. Dinner will be in Atherton.

On Sunday morning after breakfast, we'll drive to Milla Milla to view the Falls, and after coffee, head on back to Townsville, breaking our journey at Mena Creek, opposite the entrance to Paronella Park, for lunch.

This weekend is shaping up to be a memorable one, so please let any member of the Management Committee know if you intend to join us. The more the merrier – and the bigger the discounts.....



This magnificent German machine gun-mounted motor cycle won Best Bike at the 2016 Cruise for a Cause – but would probably NOT be appropriate for display at All British Day!!!

MEMBERS STORY: "The Beast" — Issue 3

by Philip Agnew

I am a gorgeous Jaguar named "Beauty" and I am looking for a new owner to give me tender loving care. At first I was the pride and joy of my owner and I received all the attention I deserved. Gradually throughout the year the challenging condition of "The Beast" got to my owner and his attention shifted away from me in an attempt to restore the Beast to some semblance of respectability. How could you compare that Tudor white heap of scrap metal to something as beautiful as me.

In the last 12 months I have had my roof lining repaired, a new fuel pump and a brand new set of tyres. As a restored 1979 XJ6 Series 3, I even have a personalised number plate to match. My previous owner added some very nice touches both inside and out especially the wood grained steering wheel.



My black leather upholstery has been restored and is in perfect condition.



Under the bonnet I have a powerful 4.2 litre fuel injected 6 cylinder motor to make my +2,000 Kg body weight just glide along the road with ease. I can be very aggressive when I want to show off and pass a car or truck by my quick response to speed. This is the Jaguar in me.

My body is very sexy and is devoid of any visible rust that I am aware of. I have been repainted in a beautiful maroon colour which almost looks cherry red in the sunlight and I get many stares as I glide down the road. My rear end is very large as I was built for the American market. You can probably fit a grand piano in the boot but it gives me balance with my long bonnet. Some jewellery has been added in the form of some extra chrome around the mudguards. A girl has to look good.

If you find me attractive please send Philip an email resval@inet.net.au and he can arrange for you to take me for a drive. I am sure you will be impressed. He only wants \$7,000 for me which is a real embarrassment as I am worth a lot more considering all the work that has been done on me over the past few years.

Well I assume you are all wondering what happens next? You will all have to wait for issue 4 of "The Beast"

Philip Agnew



Battling on with my 1965 4.2 Mark 10 (Prince Caspian)

Monday, 28th March 2016



Restoring a classic car can be as much an emotional journey as it is a mechanical one. On several occasions I've plumbed the depths of despair and self-doubt, usually (thank goodness) followed by euphoria and self-congratulation when things finally go my way!! For example.....

I have mentioned before that the diff pinion oil seal was leaking badly – not surprising really as they were originally a leather seal with a paper gasket, and mine had never been changed. The replacement seal was a similar size to the old one, but a very different design, so I had little idea of the shape of the seal to be removed. I had to destroy the seal to remove it, and when I did, after much hammering/chiselling/cursing I had several pieces on the floor – but the new seal would never fit! Part of the old seal was still there. After much internal debate I continued to destroy/remove bits of metal until I found the oil thrower, so the new seal would finally fit – but the drive shaft yolk was now a very tight fit onto the shaft, and required a helping light tap with a soft hammer. When everything was tightened up as much as I felt comfortable with, there was so much backlash that I KNEW I had managed to destroy the mysterious inner workings of the diff. There followed several nights of despair and sleeplessness. Where to get another diff?



Top row - The old seal in pieces

The new one-piece seal

My son came around, and we talked through the problem, removed the nut and yolk, cleaned and lightly oiled the threads, and re-assembled. Everything went on much easier this time, and slowly, millimetre by millimetre, I tightened the nut, drawing the pinion shaft back through the diff and thereby reducing the backlash to acceptable levels. No discernible damage - Phew!!



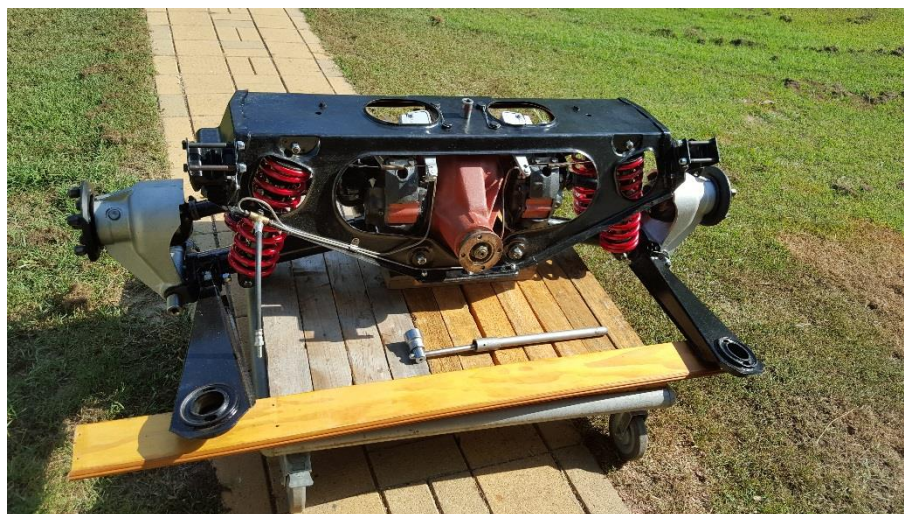
Joy and happiness!! My beer tasted like nectar, and I slept like a baby!!!! But let's go back a little.....

Rear suspension (IRS)

A new, bigger bench vice solved the problem of fitting the half-shaft universal joints.

The correct retaining tool (borrowed) made removing the diff pinion nut a doddle, and the seal was finally installed.

I couldn't assemble the coil springs onto the shock absorbers without damaging the powder-coated finish, so this was done for me by Pedders.



The half shafts, fulcrum shafts and wheel hubs were attached to the diff, and I spent a couple of days just walking around the now completed rear suspension, checking and re-torquing everything, attaching the brake pipes, exhaust mountings and trailing arms etc – and finally the whole unit is ready to rejoin the rest of the car.

This mini-project of rebuilding the rear suspension turned out to be a bigger job than I had thought. It would certainly take me less time if I ever had to do it again!!!!!!

It almost seems a shame to put this beautiful piece of machinery onto the underside of a car, exposed to the elements and never to be seen again..... But it had to happen, and eventually it did, with Callum's help. The whole unit was certainly too heavy to lift onto the trolley jack, but Phil Agnew's pulley and chain, suspended from my shed roof beam, did the trick.

After bleeding the brakes, I could get the wheels on so the body shell now looks almost like a car!!



So, what more is required for a Roadworthy? The list is surprisingly short:

- Fit the bonnet and headlight surrounds
- Refit the back section of the exhaust
- Set wheel alignment and related geometry
- Submit to a Roadworthy check

I can do the first, but I don't want to weld under the car, or fiddle around with the steering settings, but what could possibly go wrong? We'll find out in next month's instalment



CLUB MERCHANDISE FOR SALE



MUGS \$10
STUBBY COOLERS \$7
KEY RINGS, FROM \$5

Phone Nigel on 0400 599 637





LETTERS



From: Alan Hames, Director – Jaguar Drivers Club Limited (UK) 1991-2001

Dear Nigel

Thank you for the update on Jaguar events in North Queensland and for the copy of your current magazine that to my mind is a very professional job.

So if this is your first issue I can only congratulate you on your 16 pages which I am sure will be appreciated by all your members.

I am sure that our JDC members would also appreciate seeing some news from “Down Under”.

As you have said that I may copy on your magazine I will for the moment send it on to both the Editor of our “Jaguar Driver” (Steve Fermor) and to my local Area 44 Editor and Chairman who will also I am sure have an interest.

Please keep me updated on both your own Jaguar and with later copies of your magazine which I will read with interest.

As a further thought our Jaguar Driver does at times have a page of news from other parts of the world, so maybe a page from you with pictures might yet make our “Jaguar Driver” if you send this in to the Editor???

Very best wishes,

Thanks for your kind words. We'll certainly work on some input for your “Jaguar Driver” magazine, which many of us subscribe to. – NDM.



From Jan Fels

Hi Joe, Philip & Nigel

Thanks for sending the latest Newsletter. It was a great read which I thoroughly enjoyed. Congratulations.

Cheers

We're glad you enjoyed the magazine – and sorry about the mix-up with email addresses. All sorted now we hope. – JP, PA & NDM.



From: Kerry Guinea, Club Captain North Queensland, Queensland Mini Car Club Inc.

Dear Joe

The Queensland Mini Car Club Inc. has been represented at the All British Day for at least the past two decades. Over this period the event took various forms and was held at a number of locations in the Townsville area. However since the Jaguar Car Club of North Queensland has taken over the management of the event it has been more popular with our members. In fact, All British day is considered amongst the Mini Club members to be the premier event to attend each year. This is substantiated by exhibiting the highest participation rate by our members for any event in our annual calendar.

Being a free event for both participants and the community contributes to the popularity as does having the same, exceptional beautiful venue.

The Queensland Mini Car Club inc. fully supports the Jaguar Car Club of North Queensland in efforts to promote and expand the participation of British car enthusiasts in presenting their vehicles for the viewing and enjoyment of the Townsville community.

Yours Faithfully

This is just one of the many letters of support the club has received, to back up our application to Townsville City Council for grant assistance for All British Day 2016. It's good to know that all our hard work in organizing this event over the years is appreciated. Thank you Kerry for these kind words. - NDM



JAGS FOR SALE



X-Type 2.5 AWD – \$8,800



I have a 2003 model x-type 2.5 AWD JAGUAR BRITISH GREEN with about 155,000K that I wish to sell. It has been mostly garaged and driven mainly on weekends and has VIC plates, and is currently in Townsville. I am asking \$8,800.

Please contact me, PAUL, on pauly62@bigpond.com

Or mob: 0408 174 502



1979 XJ6 Series 3 - \$7,000



The Beast has pushed my lovely maroon XJ6 "Beauty" out of the nest ([read all about it here](#)), so she's looking for a new home. She's a long-term club member, and easily recognized. Very reliable, and a pleasure to drive.

Currently on club rego, the car will come with a current RWC, and will include the personalized plate JAG 679.

Contact me, PHILIP AGNEW, on resval@inet.net.au for more information, and to arrange for a test drive.

CLASSIFIEDS - FOR SALE

These classifieds are free to advertise and items don't have to be Jaguar related. Ring or email Nigel Miller on 0400 599 637 or millwind@bigpond.net.au to have your items inserted in next month's issue.

Watch \$25



Belt \$20



Jim's "BAZAAR"



For men's belts, watches, keyrings etc.
Phone Jim Bateman 0448 569 191

Key Ring \$6



Key Ring/Watch \$15



FOR SALE

Used Rear windscreen for XJ6 Series 2. Also, Front and rear windscreen chrome strips, no joiners

Contact: Michael Lawler
Conroy Removals Pty Ltd, 479-483 Bayswater Rd Garbutt QLD 4814
Mob 0432 827 660 or (07) 4774 7999

townsville@conroyremovals.com.au



The following businesses are supporters of the club by providing club members with genuine discounts on products and services. Please support them and remember your Membership Card to obtain discounts.



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FAX: (07) 4780 4679
MOBILE: 0407 804 679

JAG Prestige Spares, Melbourne

An account has been established for the Jaguar Car Club NQ to enable members to purchase parts at a competitive rate. **Account number: 14387** When ordering parts, phone **1800 337 379 (Freecall)** or **03 9870 0542 (Spare Parts direct)** and ask for Phil.

He will process your order under this account, you will be required to pay by credit card. If Phil is not available, place your order and ask for the order to be referred to Phil.

Alternatively Email Phil Pietsch at phil@jagspares.biz

If visiting Melbourne you are welcome to call in at..... 52 Palmerston East Road, Ringwood. Business Hours: Mon to Fri
8:30am – 5:30pm Sat 9:00am – 2:00pm



Also **JAG Prestige Service**, 7 Eugene Terrace, Ringwood, Melbourne 3134 PH:03 9870 8280 If you are in need of a vehicle inspection before purchase etc please contact Herb or Phil for a quote.

Businesses recommended by Club Members

www.dynolink.com.au
i, Garbutt, Townsville Qld 4814
Ph 4755 0000 Fx 4775 3513 Em info@dynolink.com.au
Owned by Gina and Adrian Lovelock

DYNOLINK AUTOMOTIVE

Location: 6 Auscan Cres,
Garbutt Townsville Q4814
Directions: 1. Turn up Whitehouse
St off Bayswater Rd at the
roundabout.

2. At "T" junction turn left &
1st left again into Auscan Cres.
(Dynolink on left side) (Adrian has
experience with Jags)

- Servicing and repairs to all makes and models
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- Emissions testing

Australian Distributor for Link Electrosystems



DYMOCK'S MECHANICAL



DAVID DYMOCK

ABN 70 466 488 929



Phone: 4729 1222
Fax: 4729 0762
Email: ddymock@bigpond.net.au

2 Hogan Street
Stuart QLD 4811

Dymock's Mechanical

2 Hogan St, Stuart, Townsville QLD 4811

for Roadworthy checks and repairs

Contact David: Ph 4729 1222 & Fax: 4729 0762

Mobile: 0412 610 655

Email: ddymock@bigpond.net.au



Tony Ireland Russco is the largest distributor of PPG Automotive Refinish and produces a full range of coating products and consumables for the Automotive Repair, light industrial and fleet markets.

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Email: russco@tonyireland.com.au

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