



# Northern Jaguar

September 2016 Edition



*Using the 1985 XJS HE platform, the 650+ HP 8500rpm TWR JRA XJ-S won the James Hardie 1000 at Bathurst. Tom Walkinshaw himself was in another car, which came 3<sup>rd</sup>, in the heady days of TWR Jaguar domination.*





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## PRESIDENT'S Report



Our September meeting was very productive with quite a few long standing issues resolved. The owner of the Robert Towns Motel, Brendon Deeley, has agreed to continue providing this beautiful venue for our monthly meetings and dinner. A very sincere thank you to previous lessees and club members Tony and Anne Patch who have supported us there over many years. We might see that beautiful 1964 Daimler V8 out and about now that they are not so busy.

We firmed up details of our outings for the rest of the year and have some volunteers to help organise them. Our Cardwell trip looks to be very well supported. I am looking forward to our day outing with the local clubs at Giru in late October. So far this date is free for most of the clubs so we should get a good turnout. Accommodation has been reserved for our Christmas party at Hinchinbrook Marine Cove, Lucinda. We will purchase four trophies before this event – a perpetual Member of the Year trophy and individual trophies for Car of the Year, Member of the Year and Most Improved Car. We just have to decide the most deserving recipients.

Our August trip to the Charters Towers Community Day was a great success with quite a contingent of Jags going. What a friendly day too – as we arrived at our display area we were offered free tea and scones which was very welcoming, and a policeman was also there waiting for us with anti-theft number plate screws. "Turning the screws on crime" is definitely what Townsville needs.

The Towers Restorers Club displayed quite a few interesting vehicles, some British makes with owners keen to bring them along to next year's All British Day. I am sure that the Towers will have lots of British vehicles tucked away waiting to be restored and admired one day. We arranged to meet up with the Restorers Club on our October Mingela run. Thanks to their members and club committee Aaron, Phil and John for a fine get together. Perhaps we can do it again so that other members can also enjoy the day.

*Joe Pannia.*

President – JCCNQ Inc.

### MANGEMENT COMMITTEE

**PRESIDENT:** Joe Pannia



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Mob: 0409 270 971

**SECRETARY:** Vacant

**TREASURER:**

Nigel Miller



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**MAGAZINE EDITOR:**

Nigel Miller

**SOCIAL SECRETARY:** Vacant

### CLUB APPOINTMENTS

REGIONAL LIAISON FNQ:

Wendy Anderson

MERCHANDISE

Jim Bateman

FUND RAISING

Peter Dixon



PO Box 3830  
Hermit Park,  
QLD 4812



[www.jagnq.com](http://www.jagnq.com)





# EDITOR'S Chit-Chat



## New Member

We all extend a warm welcome to our latest new member, Bob Ewington. Bob is new to Jaguar ownership, having recently bought his black 1999 X200 S-Type locally. Bob, we look forward to catching up with you soon.



## Cover Page

Thanks to Russell Botha, who sent in the lovely pictures of the TWR JRA XJ-S, Bathurst winner in 1985. Russell was lucky enough to be "down south" for the Sandown 500 earlier in the month, where the car did a demo lap and was later on display.

## Jaguar Mug

No, this isn't about how I feel when things go wrong in the shed!!



I was scrolling through the club newsletter archive on the website the other day, when I came across a cover photo that looked familiar. I stared at it for a while, then it dawned on me, it's the photo that is featured on our club mugs. So, did you know that the picture was taken at Hervey Range Tearooms on Sunday 24<sup>th</sup> July 2011? I can identify some of the cars in the photo – how many of the cars/owners can you identify?

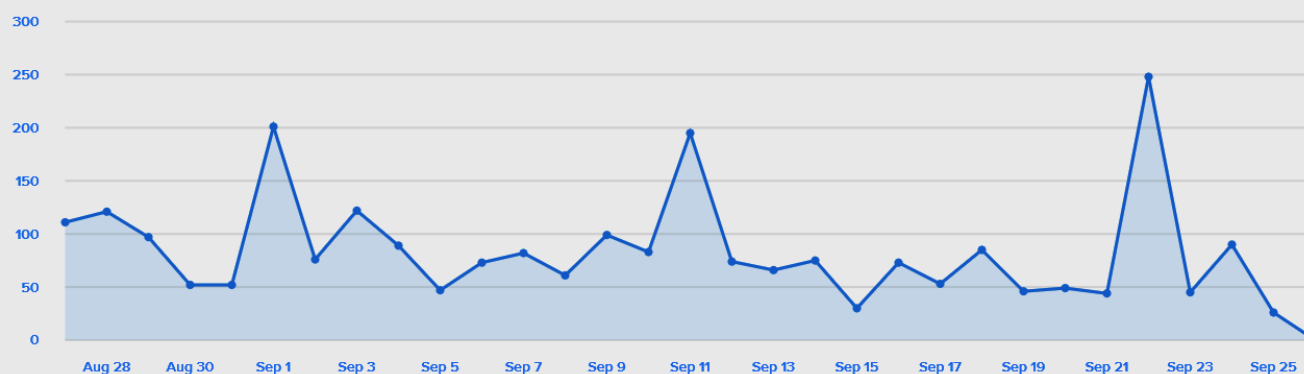
If you haven't already got one of these lovely coffee/tea mugs, they are still available for only \$10.

## The JCCNQ Bent Stem Trophy



I feel it's important for the club to hold on to as much of its rich history as possible, so I started with what I thought would be an easy task, putting together the story of our Bent Stem Trophy, for the Most Improved Vehicle. While it was relatively easy to find the names of recipients in previous club newsletters, details of the cars and the events that led up to the award, have been quite hard to put together. I've decided to include the incomplete article in this edition, but I'm looking to all members who can remember, to help me fill in the blanks. When this particular "history" is more complete, I'll get it posted onto the website, to be followed – hopefully – by other articles of a like nature. I hope you find it as interesting as I do.....

## Website



Here is the latest printout of hits on the club website.

# CALENDAR OF EVENTS 2016

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

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

<b>SEPTEMBER</b> Wednesday 7 <sup>th</sup>	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville.
<b>OCTOBER</b> Wednesday 5 <sup>th</sup> Sunday 9 <sup>th</sup> Sunday 30 <sup>th</sup>	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Mingele – Lunch with the Charters Towers Restorers Club All British Day Reviver - Giru
<b>NOVEMBER</b> Wednesday 2 <sup>nd</sup> Saturday 26 <sup>th</sup>	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. AGM/Christmas Dinner - Lucinda

## **NOTES:**

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.

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**Submitting copy to the magazine:** Any contributions from members to our magazine are most welcome, but here are some guidelines:

- If you have any ideas for topics for articles/features, but don't want to write the piece yourself, please send an email to me. I'll do my best to put something together
- If you come across an interesting article on the internet, send a pdf copy of the article to the [editor](#), and also a link to the address where the article can be found.
- But please remember – there are some potentially complex “copyright” issues involved on the internet, and we can only publish these if we have permission and/or we attach proper attribution.
- If you come across an interesting article in a printed magazine, please scan and send the article to me, with a complete description and contact details of the publisher. This will allow me to request permission to re-publish prior to including the article in our magazine.
- If you have interesting photos of Jags etc, please send them in. Your contribution will be acknowledged in the magazine.

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**Help me to fill this Magazine!**

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



# SOCIAL EVENTS



## Charters Towers Community Markets, 28<sup>th</sup> August

by Nigel Miller

Lee and I arrived at the Stuart Hotel in Wulguru, bright and early, ready for Prince Caspian's (our 1965 Mark 10) first journey outside of Townsville for several years. We needed an early start so we could get to our assigned positions at Centenary Park before it got too crowded. We waited for an extra 10 minutes for any stragglers, but eventually four of us, me and Lee, Joe (sans Chris, who was at home in bed with the dreaded flu'), Alan and Peter, set off.

All was going smoothly – Caspian was behaving properly, although I started imagining all sorts of noises and burning smells, and we were all motoring along in convoy at a steady 100/110kph. But we must have been going slower than that, because after about 45 minutes I noticed a blue/green Jag in my rear mirror – it turned out to be Ray in his green/blue XJ40. After a couple of minutes, both Ray and I were overtaken by Jim in his X300. Ray took up the bait and set off in pursuit, while I kept on at our steady pace, not wanting to tempt fate.

Within a short space of time we lost touch with the convoy, and made a solitary entrance into Charters Towers at around 9:15, luckily spotting Peter as he was turning into Centenary Park, where we added our Jags to the impressive line of 6 cars.



Our allocated spot was close to other local vehicles on display, including this magnificent Vauxhall Velox utility, which has eagerly promised to visit us at next year's All British Day.

The Community Market was well attended, with plenty of variety on offer – although there could have been more coffee vendors. The two who were there were rushed off their feet, and only a fellow coffee addict would understand that to wait for 28 minutes for a flat white, is a real challenge.....

We all wondered around sampling the wares on offer, but of course inevitably drew up our chairs for a chin-wag, when we were joined by Sue and Steve who had made their way to the Towers with friends – and it was here that we came up with the idea of a casual Sunday run next month – 9<sup>th</sup> October - to Mingele for lunch. Jim, striking with the iron still hot and enthusiasm running rampant, jumped up and collared Aaron, the President of the Charters Towers Restorers Club, who quickly agreed it was a good idea, and he and some of his other members will join us there.





At around 1:30, with some of the stalls already packing up, we decided to make our way home – but some decided to stop over at Mingele on the way back, to check out the refreshments, and to make sure they will be able to cater for us next month.



A wonderful day, and what's more, the noises and smells emanating from the Mark 10 turned out to be just imagination running wild.....



Roy Jaques sent me a photo of his car club meeting in the main street of Charters Towers in 2013. A really impressive turnout – don't think we can match that!!

## Cardwell Day Trip, 25th September

by Nigel Miller



We had the best turnout of the year for our trip to Cardwell last week. An impressive 10 cars assembled at the Yabulu Caltex station – 18 people including 3 guests. We greeted some new members on their first trip with us – Joe and Isobel Dempsey, Glen and Karen Bird and Bob Ewington – and shortly after 9:00am we set off for our first stop at the Lookout on top of the Cardwell Range, our convoy comprising of a Mark 10, XJ6 X300 Heritage, XJ6 X350, XJ40 Sovereign, X-Type, XK8, 2 modern S-Types and 2 XJSs.

Plain sailing (motoring?) through Ingham and up the Cardwell Range found us all filling up the small car park at the Lookout. Lee and I casually strolled up the hill to

the top, but our wait for others to join us was in vain – when we got back down, everyone was deep in conversation at the lower viewing platform.

Our aim was to get to the Cardwell Heritage Centre at 11:00am, and we were only a few minutes late. I espied a couple of Jags parked at the picnic area, so detoured to pick up Jim Raw and David Anderson in David's lovely Mark 2, and Roy Jaques and his truly magnificent red E-Type. It really is good to see some of the older cars in our collection out on the road and being used.....





The Cardwell Heritage Centre is a small treasure. Entry is free and we were met by a couple of friendly volunteers who talked us through some of the history of Cardwell, and the exhibits on display. Of course, the devastation caused by Cyclone Yasi 3<sup>rd</sup> February 2011 features prominently.

The Bush Telegraph Historic Post Office was fascinating, and prompted all sorts of memories from us

visitors, especially Roy and Moira, who were trading stories about the old technology they have used in the past.....



The delightful sea breeze on the verandahs at the Heritage Centre was wonderful, but not quite enough to satisfy all of us, so we repaired to the Country Club for a refreshing drink and lunch, provided for us by Jane's Bistro. The food was excellent value, made even more acceptable by the club subsidy of \$10 per member. And the air-conditioned private dining room was most welcome on such a hot day.



Ray had to leave us before we had all finished, so he could return to Townsville to do battle with some bankers overseas (at least I'm sure Ray used a word beginning with a "B") – but at least for a time we had 12 Jags lined up in front of the Country Club, a sight to warm the cockles of any Jag-lover's heart, and may even have interested the Police and their trusty radar gun who set themselves up along the main road. We eventually managed to get away without incident, and made it the short distance to Port Hinchinbrook Marina where we were met by Glen Buck, representing the new owners/developers of the site. Their plans are certainly impressive. I don't think Glen managed any sales on the day, but Rome (and Port Hinchinbrook) wasn't built in a day!!





Roy left us shortly before 3:00pm to return to Herberton, nervously eying the dark clouds over the hills, and the rest of us departed shortly thereafter, most returning home to Townsville – not without, for some, an almost obligatory stop at the Frosty Mango for an ice cream.

A really lovely day out – thank you Cardwell. I witnessed the destruction caused by Yasi immediately after the event, and I can only say the recovery in the town is nothing short of miraculous. I certainly couldn't imagine driving through and not stopping for a coffee and a stroll along the seafront.

We'll be back!



## 2016/17 Club Subscriptions



### Last Chance Saloon!

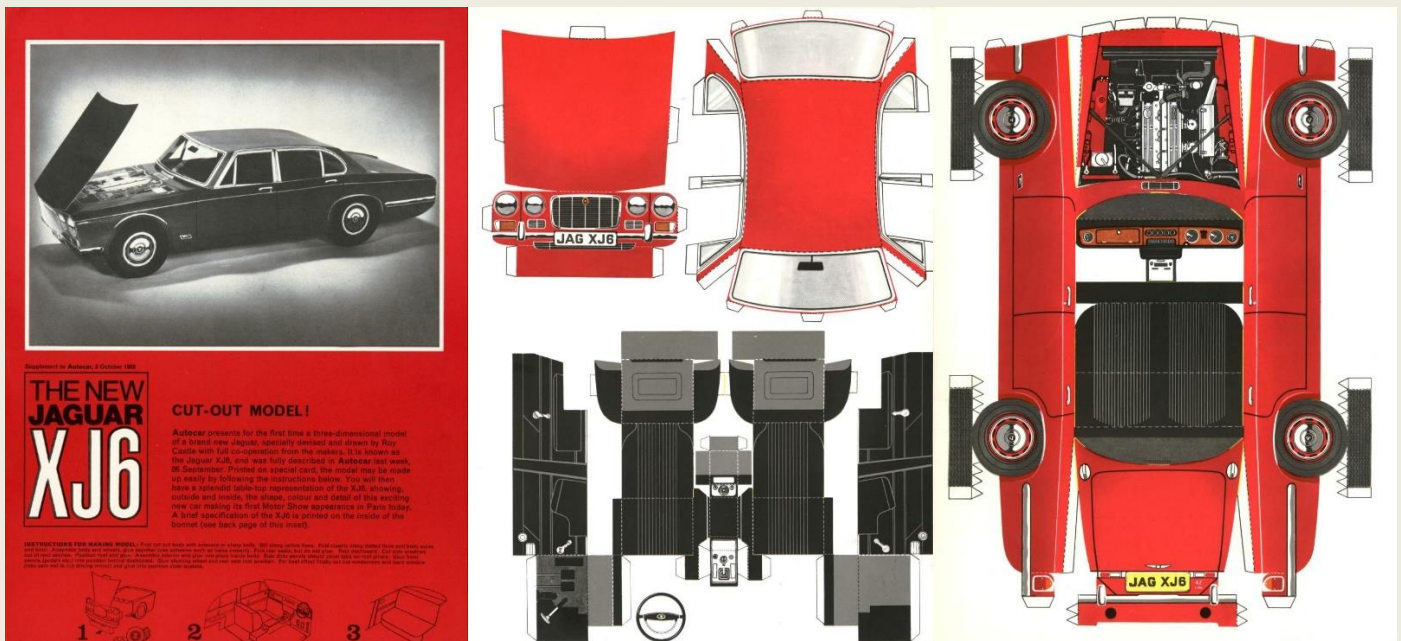
Thank you to all who have renewed your subscriptions to our great club for the coming year. We've had a good response to our appeals for prompt payment of renewals, but still there are still a few members who have not yet renewed. Some of course will not be renewing, having moved from the area, disposed of their Jags etc, but that still leaves several who have just not gotten round to renewing.

To date, only 5 financial members have not renewed, and not advised us of their intention to terminate their membership.

Please don't run the risk of missing out on future editions of the club magazine, and all the other benefits of JCCNQ membership.

Renewals received after 30<sup>th</sup> June 2016 will be at the full undiscounted cost of \$95.

- **Preferred method:** By internet transfer to: **WESTPAC Bank, a/c JCCNQ, BSB 034-241 a/c 334568**. Please insert your name and/or membership number as reference.
- By cheque, made payable to Jaguar Car Club of North Queensland, mailed to PO Box 3830 Hermit Park QLD 4812.
- By cash or by cheque to any member of the Management Committee (Joe Pannia, Philip Agnew, Nigel Miller).



The images of this unusual paper cutout model of an XJ6 S1 was sent in by Judy & Keith Metcalfe. It was a supplement to AUTOCAR edition of 3<sup>rd</sup> October 1968.





## UPCOMING EVENTS



### Sunday 9<sup>th</sup> October

#### MINGELE – LUNCH with the Charters Towers Restorers Club

This will be Ray's first go at organising a club day out, so let's all do our best to make it a success! How about trying to match the turnout for Cardwell, with 12 cars and 21 people? Shouldn't be that hard, should it?

We will be meeting at Café Bambini at around 9:30, for a 10:am start. The Mingele Hotel is around an hour's pleasant drive away, where we will meet up with members of the Charters Towers Restorers Club for a chat and some refreshments. The hotel is famous for its roast beef lunches, at a very reasonable \$5 a head, and is very popular with weekend-trippers.

Please feel free to bring along a guest or two. See you there!  
As usual, an email will be sent out with a detailed itinerary, closer to the day.



### Sunday 30<sup>th</sup> October

#### Giru – All British Day Reviver

Our club has invited all participating clubs and supporters of **All British Day** to lunch and drinks at the Giru International Hotel on Sunday 30<sup>th</sup> October. The pub can provide a barbeque lunch with rib fillet steak and salad sandwiches for \$5 and free sausages for kids.

It should be a pleasant casual day where we can relax and have an opportunity to take our Jags out for a nice run, with the added bonus of getting to see plenty of other classic and interesting cars, and get a good, nourishing and inexpensive meal!

Joe is organising this trip, so let's give him our support. Hope to see you there.

### Saturday 26<sup>th</sup> November

#### Lucinda - AGM and Christmas Party

There are a dozen units reserved for JCCNQ at Hinchinbrook Marine Cove Lucinda. Some are villas with 3 separate rooms. You can reserve any of these by calling 4798 3029.



## LETTERS



#### From Philip Agnew

I wish to tender my resignation as Club Secretary and a member of the JCCNQ Management Committee as of this date 17th September 2016.

As a result of my other personal commitments I am unable to allocate time to this important position but I will retain my position as an ordinary member of JCCNQ. I will therefore see when and if I attend

Club activities and meetings in the future. Yours faithfully – Philip Agnew.

*I know how hard you've worked "behind the scenes" for the club, and I'm sorry to see you leave the Management Committee. Thank you for all your hard work as Secretary, especially for your efforts in compiling the judging criteria for All British Day awards: - Ed*



#### From Roy Jaques – re Cardwell trip 25<sup>th</sup> September

Thank you for a lovely days outing with very friendly club members.

Arrived back home without any dramas. Roy

*Always a pleasure to have you along Roy. On behalf of the club, you're welcome any time: - Ed*



## XK engine cam covers

No-one can deny that the original versions of the XK engine with smooth aluminium cam covers, as featured in the Marks VII, VIII, IX, E-Type, and Marks I, II & 10 (and no doubt others), are a thing of beauty. A well-polished XK engine bay is a joy to behold, and I've always been slightly disappointed by the later ribbed versions in the 420, 420G and XJ6. They just didn't do it for me!

But now, I may need to re-think.



deal", but if you're thinking of getting your engine bay tidied up, speak to Darrell and see what he can do for you. I

I can't wait to see Russell's finished engine bay. Do you have a target date for the XJ6C Russell?



Our member Russell Botha recently sent to me a couple of photos of some genuine polished ribbed cam covers he recently sourced for his XJ6C, from Melbourne. He says they are not "concours", but are very close, and, being priced at under \$300, are a great deal.

Darrell, who supplied the cam covers, can be contacted on 0412 716 229. I'm pretty sure that Russell got a "special



## Steering Idler – Mark 10, 420, 429G, Mark II and possibly others

I recently took my Mark 10 to Pedders, for a safety check prior to its first out-of-town run (to Charters Towers) in several years. After all the work I have done in the last year, I was not sure what to expect, but the report was encouraging, with only a couple of niggling things needing attention – one of them being the idler arm. These units seldom need repair, but obviously mine does.

I "borrowed" a spare idler unit from Jeff Harris, and after dismantling and re-assembling it for practice, I'm now happy to proceed with a fix, which in my case will be new upper and lower bearings, and a felt seal. The parts manual gives the original Timken part numbers, and these bearings are still available – but at a heroic price! The lower bearing 03062/03162 is the same as is used in the rear suspension pivots, and is available in a very reasonable Japanese equivalent, for \$38 off the shelf at Jaguar Prestige Spares (Phil), but the upper bearing is not a common one, 00050/00152X, and so far I've only been able to find an original Timken bearing and cone, for a whopping \$240!! Subsequent discussions with Phil (and his suppliers) haven't been able to reduce the price, but we're still trying to source a cheaper equivalent.

It should be a fairly routine job – what could possibly go wrong?





# A Case of Shed-Envy

Nigel Miller



After visiting Jim Lewis' shed in Charters Towers with the club last year, I thought I had seen my "Dream Garage" – as did many of the other members present. Spacious, well set up and uncluttered, it is a perfect place for working on the current Jag project. But clearly, sheds can have other functions beside the practical ones – such as being a space to share your passions with others.



A couple of years ago, Phil (he of Jaguar Prestige Spares fame) procured what he describes as two of "The worst S-Types in the world". Apparently they had both been wedding cars in the distant past, but after fire damage, had been left out in the elements to deteriorate. Phil's ingenious idea was to cut off the front end of one of these cars and incorporate it into a bar in his man-shed – using the front bumper as a foot-rest.

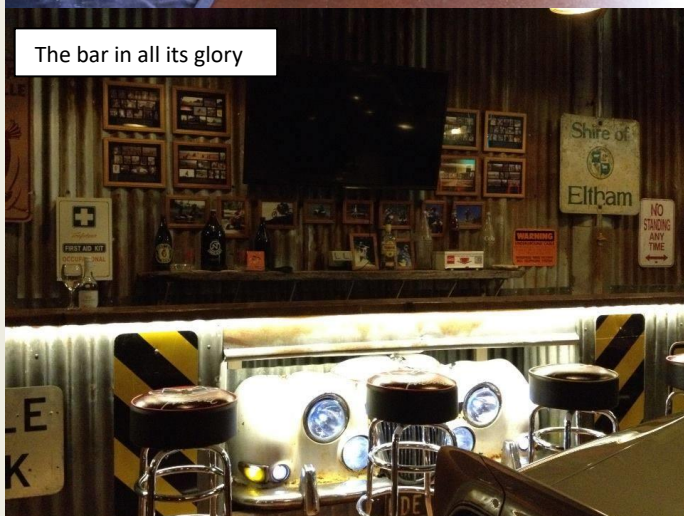
All well and good, until Phil sent me some photos of the project as it developed, and as it is today.



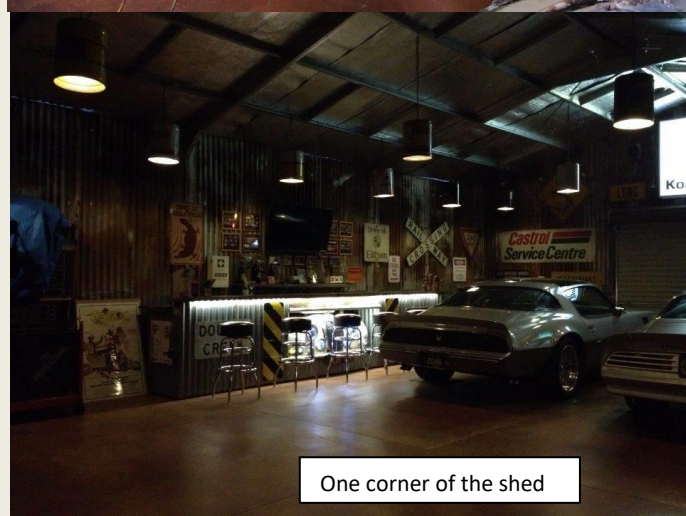
Here's the front end cut off the S-Type



Building the bar



The bar in all its glory



One corner of the shed

Is that a couple of Pontiac Trans Am Turbos I see there? Where are the Jags?



A seriously inviting and homely retreat.

Thank you Phil for sharing it with us.







# The JCCNQ Bent Stem Trophy

Nigel Miller



Club trophies are awarded towards the end of the year, at the annual Christmas party usually held in late November. Winners are handed a small trophy to keep, and the club retains a Permanent Trophy, with shields recording the recipients.

The current Bent Stem permanent trophy displays shields dating from 2007 to date, so covers the last few years of the North Queensland Register of the Jaguar Drivers Club of Queensland, and the first years of our current club, the Jaguar Car Club of North Queensland, which came into being in July 2010.

The trophy itself has a plaque reading **"Bent Valve Perpetual Trophy for Most Improved Vehicle"**. This has been interpreted quite liberally in the past, and some members believe it is for the member who has most trouble with his/her vehicle during the year. Judging, certainly in more recent years, was at the sole discretion of the Club President, so the actual criteria used for determining a winner has not always been fully understood. The advantage of this is, of course, that the announcement of a winner, at the annual Christmas party, has been a complete surprise to all, adding to the merriment!

Winners of the trophy have been reported in the club magazine, but sadly, details have not, so it's not always easy to put a car to the owner, and more importantly to recount why the trophy was presented. I have however – after a fair bit of research - managed to put the following together:

Previous winners of the trophy are:

**2007 Richard Dixon – 1968 S type 3.4** This car was advertised for sale in the March 2010 club newsletter.



**2008 Reg Fels**

**2009 Judy Metcalfe – red 1982 XJ6 S3 Sovereign**

Returning from an overnight club outing to Bowen, on the 26<sup>th</sup> July 2009, new members Keith & Judy burst a waterpipe conveniently close to the Alligator Creek Roadhouse. The problems were temporarily fixed some time later, by the roadside, so the Jag eventually managed to make it home.

*"As it turned out all the pipework was a mismatch of hoses (some Ford modified parts plus other bits and pieces) and none of it genuine jag stuff. I spent the next few weekends working around Reg's place replacing the whole front end cooling system. At least it a good learning curve."* – K. & J.

Judy was also awarded a Supreme Patience Award for surviving a 15 minute RACQ phone interrogation (on her mobile) and then calling back to politely cancel the callout.....



**2010 Judy Metcalfe –red 1987 XJS V12 Coupe**

*"In 2010 we purchased the XJS from NSW, and on the way back we got as far as Mackay (absolutely trouble free till then) when we had a fuel issue. RACQ were called but couldn't get us going. I was on the phone to Reg relaying the info to the RACQ man when I somehow shorted out the system with a screwdriver in the boot! There was lots of sparks and with the fuel pump and lines all around, everybody got a bit edgy - especially the RACQ man! In my defence it was very late at night, I was tired and pretty frustrated. Anyway that put a stop to our trip home, the car was loaded on a RACQ car trailer for the rest of the trip to Townsville a few days later. We had to spend the night in a motel and get a hire car the next day to come home. The Jag was delivered to Reg's place where it was promptly repaired and has never been any trouble since."* – K. & J.



**2011 Jeff Harris – 1986 XJ6 S3**

Jeff's car had engine problems, which he didn't have time to attend to as he was working out of town. He entrusted his car to Reg to sort it out – but all Reg's best efforts were to no avail, so eventually Jeff decided to replace the engine. A big step, but it resolved the problem, but shortly thereafter Jeff decided to sell the car. He does however still (as of September 2016) have the original engine in his shed. Perhaps it's a keepsake?



**2012 Brenda Banks**

**2013 Laurie Butcher**



**2014 Alan Lincoln – for his red 1985 XJ6 S3**

*"I didn't have any breakdowns in 2014, however I did extensive mechanical repairs to the car." - Alan*

**2015 Ian Belford – blue 2000 S-Type X200**

*"I had a training session in Townsville and decided to take the Jag. It was an early start and I took a break at Reid River to have a coffee and freshen up. I left Reid River in the direction of Townsville and only 50 meters up the road a small Kangaroo jumped out in front of the car and, not having time to even touch the breaks, it went beneath the car, front and centre, and came out the rear very much worse for wear. I pulled over and inspected the damage. As I was only travelling at a reasonable slow speed, just having pulled onto the highway, the damage was negligible. The Kangaroo had torn the plastic tub that sits under the sub-frame, below the engine creating an aerodynamic surface for the air to move under the vehicle more efficiently. Luckily I had my tool kit in the boot and a pair of tin snips came in handy to cut the plastic from its attachments.*

*I let the engine idle while inspecting the engine and could not detect any leakage.*

*I proceeded on to Townsville and had an uneventful return journey.*

*On closer inspection at home I found that the air conditioning condenser and the radiator had been bent out of shape and the plastic splitter vein and lower air dam had been damaged. I ascertained the damage to be no more than \$1000 with parts and labour and, seeing as I paid insurance premiums all those years without a claim, decided to put in an insurance claim and have the repairs carried out under insurance.*

*To my surprise, they informed me that they were writing off the vehicle as the repair bill was roughly equal to the value of the car. I believe the repairer had included a new bumper bar and added the cost of a respray to match the original colour.*

*They offered me the vehicle at the salvage price of \$1500 and sent me a cheque for the balance.*

*I have a good relationship with my local mechanic and he let me source the condenser and radiator from a parts supplier in Sydney. Being on the WOVl register meant that the car was deregistered and any second hand parts had to come with the VIN number of the vehicle they came from. I replaced the splitter vein with a mesh sports unit and glued the crack in the front air dam.*



*Unfortunately, in the process of cutting the tub from the underside of the car I cut into the plastic wheel arches and had to find replacement parts for them too.*

*All in all it was a reasonably painless process and I had enough left in the kitty for a new set of tyres and a set of personalised plates.*

*With all the paperwork for the WOVl inspection in place I went to my local Dept. of Main Roads and obtained a permit to have a roadworthy inspection carried out, then booked in for the big one, the WOVl inspection in Townsville. It passed with flying colours and Misty was back on the road again.*

*I recently changed insurers and they advised me the valuation had risen to 50% more than I had originally paid for the car.*

*We still enjoy our trips away although she is used sparingly these days, just the odd weekend drive down to the Gold Coast, she still has pride of place in the garage." - Ian*

**Woops!**

The owner of this £100,000 classic Jaguar crashed his beloved motor just moments after starting the vehicle's engine - following



years of work to restore it to its former glory. Photos of red 1973 V12 Jaguar were uploaded onto social media after it crashed into a road lamp on Monday 6 June 2016. The images show the vehicle's front bonnet and head light crumpled around the metal pole, situated several metres from a busy commuter road in Ely, Cambridgeshire. Cambridgeshire Police posted the images on social media in order to raise road safety awareness. PC Ali McKenzie, who dealt with the crash, said the car had only been on the road "briefly" before the crash - but that the owner escaped unscathed. "The car had recently been fully restored with a painstaking attention to detail, and had only been out on the road briefly before the accident happened," he said. "We've seen a lot of vehicles damaged on our roads recently, but I can honestly say that I haven't seen

anything quite as nice as this one in a long time. "It's a great shame. We are having to deal with very unpredictable conditions on the roads at the moment, please do take care." Responding to the post on social media, local residents in Cambridge appeared less than sympathetic to the car's owner. Jay Rodgers asked officers if the "lamp post was okay", warranting a similarly mocking response from Cambridgeshire Police, who said that the local council would be "very upset" about the damage caused to its "beautiful 1973 vintage" lamp post.

**Credit:** [Prizm via www.telegraph.co.uk](http://www.telegraph.co.uk)



## JAGS FOR SALE



### 1979 XJ6 Series 3 - \$7,000



"The Beast" (my current project car) has pushed my lovely maroon XJ6 "Beauty" out of the nest 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@iinet.net.au](mailto:resval@iinet.net.au) for more information, and to arrange for a test drive.

### 1987 XJS V12 Coupe - \$16,500 o.n.o.

Many club members will remember Judy and Keith Metcalfe's lovely XJS Coupe. The car doesn't get used enough these days, so it's time to move on. Built in Oct 1987 and stamped Jan 1988 in Australia, the car runs beautifully, bodywork and upholstery are in great condition, and it comes with RWC and rego to January 2017.

Sale will include the cherished numberplate JAG-287

Please look up the ads on [Gumtree.com.au](http://Gumtree.com.au) and [Carsales.com.au](http://Carsales.com.au) for more photos.



For information, contact Judy and/or Keith on 0407 175 583 or 0438 124 782.

### 1966 3.8 S (Classic S Type) – offers?

I've owned my lovely Warwick Grey "S" Type for many years, and have many happy family memories of our times together, but it may be time to move on. I am the 3<sup>rd</sup> owner, and the car has been unregistered since 2005, but was last run about 2½ years ago.



The red leather upholstery and the woodwork are in good condition, but it needs at least a full body rubber kit, tyres, battery, and a carburetor recondition (it has twin 2" SU's). The bodywork and paintwork are good, but there is some rust spotting on the chrome work. The car needs a sensitive hand to restore it to the condition it deserves.



Please contact me, WARWICK COYNE, on 0407 961 441 for more information.

I used to be indecisive. Now? I'm not so sure.....





## 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.



Keyring - \$5



Belt Buckle - \$40



Keyring - \$5



Watch \$25



Belt \$20



Key Ring \$6



Key Ring/Watch \$15



Mugs \$10  
Stubby coolers \$5  
Key rings, from \$5



**FOR ALL CLUB MERCHANDISE,  
INCLUDING MEN'S BELTS, WATCHES,  
KEYRINGS ETC.  
PHONE JIM BATEMAN 0448 569 191**

## 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](mailto:millwind@bigpond.net.au) to have your items inserted in next month's issue.

### 1976 S2 XJ6 4.2 – Breaking for Spares

I have a series 2 1976 4.2 that I plan on removing the front and rear suspension, steering column and maybe a few other little items for a rat rod type project.



All other parts are available for sale and prices are very negotiable.

The body is pretty stuffed as well as the doors but the boot and bonnet appear to be ok, also available are two new floor pans that have surface rust from sitting for a long time.

Motor is complete and apparently it was rebuilt/freshened up before it sat for 6 years. That is what I was told from the guy I bought it off.

Interior is rough, gauges are complete.

I have put an ad on gumtree, please see link below, where you will find more photos.

<http://www.gumtree.com.au/s-ad/townsville/wrecking/jaguar-1976-xj6-4-2-series-2/1113458668>

So if you own or are rebuilding a series 2 or if or if you need any of these parts, give me a call - **Conan Davis on 0417 759 072.**



### 1999 S-Type V6 – Breaking for Spares

I have a parts car, a 1999 S Type V6. I need some panels off it for my X200, and all the other mechanical parts, upholstery, etc. are available, including a good motor.

If you are interested, please call me on 0458 025 157, or email me, Jack Hebblewhite, on [jacksparrow5643@yahoo.com.au](mailto:jacksparrow5643@yahoo.com.au)



I have a couple of unopened 450g tubes of [KOMATSU Lithium EP grease](#) which are surplus to my requirements. They will fit into a standard grease gun, and are suitable for most applications. I don't want any money for them, but if you want one, please make a small (\$5?) donation to our club funds.

Contact: Nigel Miller, 0400 599 637 or [millwind@bigpond.net.au](mailto:millwind@bigpond.net.au).

### USED REAR WINDSCREEN FOR XJ6 SERIES 2 - \$100



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](mailto:townsville@conroyremovals.com.au)



### Cherished number plate JAG 682 - \$200

Used to be fitted to a club car, a 1982 XJ6 which has long since gone to another home. Priced well below cost.

Gold lettering on a maroon background. Located in Townsville.

Please call **0407 175 583** or **0438 124 782.**



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.



**KEN ACE AUTO-AIR**  
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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](mailto: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**  
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 &  
1<sup>st</sup> 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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**DAVID DYMCK**  
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

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