



# Northern Jaguar

May 2016 Edition



*This is a sample of the car portraits produced by the Townsville Photographic Club, for our  
T150 Heritage Day display  
See Editor's Chit-Chat – Photoshoot at the Civic Theatre.*





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## PRESIDENT'S Report



It's crunch time members! The countdown to All British Day has begun and the club needs your support. Our advertising campaign has started, flyers are being distributed all over town and the clubs and the community are gearing up to attend our premier event. Most of our council grant will be spent promoting ABD with Pricey and the Bulletin etc.

We would dearly love to see lots of our 78 members come out and display their cars and enjoy ABD with the rest of the clubs this year. Do you want to be just an ordinary Jag Lover or a real true blue fair dinkum Jag Lover? This will be my seventeenth All British Day and I wouldn't miss it for quids. We are on track to have the best ABD ever with about twenty groups displaying the Best of British cars, motorbikes, trucks, machinery, bicycles and much more.

Just turned ninety, the Queen is coming this year! Announced by our Town Crier, conducted in with the music of our Scottish Pipe band and chauffeured in one of our very own black Jaguar limousines. She will be fresh from the T150 Pacific Festival Parade – anyone who deserves a knighthood can line up and if you want to be in Her Majesty's photo session you can go to the top of the stairs of the administration building while she waves to the crowds of motoring enthusiasts. We have also invited the Mayor to open the show but I don't know if she is coming yet.

"The Lagoon" will likely be a crater this year. Horror! Is what I thought when the School Principal advised us that it will be temporarily drained to beautify it and the grounds for the school centenary next year – but we are thinking positive. The army displays will be around the eastern perimeter of the crater and we have by default a scene from "The Battle of the Somme" – a fitting way to honour the centenary of World War 1.

We will not lose sight of what we are celebrating here – the 35 British marques still being produced and the 500 defunct marques seen only in rare displays such as ABD. Now we also celebrate the resurgence of the British marque with the global rise of the middle class who find it desirable to have a British car in their driveway – a symbol of prestige, heritage and stability in these uncertain times.

Joe Pannia  
President – JCCNQ Inc.

### MANGEMENT COMMITTEE

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### CLUB APPOINTMENTS

REGIONAL LIAISON FNQ:

Wendy Anderson

MERCHANDISE

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DATING OFFICER (Club REGO)

Reg Fels

FUND RAISING

Peter Dixon



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## EDITOR'S Chit-Chat



### Is your car a Classic?

Veteran cars are generally accepted as being built before 1919, and Vintage cars between 1919 and 1930. But there is no precise definition of a Classic Car, and in practice the usage of the term varies from country to country, and often is different in organisations within countries. For example:

- Here in Queensland, a car is considered of "special interest" if it is at least 30 years old, and is eligible for concessional registration.
- The UK is more generous. While there is no definition of a classic car, all cars built before 1st January 1973 are *exempt* from paying the annual road tax, the equivalent of our rego.
- Also in the UK, the Income Tax definition of a classic car is a car over 15 years old and having a value in excess of £15,000 (about A\$32,000).
- The Classic Car Club of North America describes a CCCNA classic as "a 'fine' or 'distinctive' automobile produced between 1925 and 1948."

So, what do you think? Is your car a classic or not? Or is it just an "old" car?

### Yet another XJS bites the Dust!!



Came across this XJS shell in Garbutt recently. It's an early model, missing the engine and gearbox, and apparently the wheels are already "spoken for". The body shell has some rust, but the upholstery and instrumentation seem more or less complete, but in poor condition. Certainly not a restoration project, but might yield some useful hard-to-find spares.

### XF at the Willows



Saw this lovely XF at the Willows Shopping Centre car park. I hung around for a while to see if I could chat with the owner, but ran out of time.

Just goes to show there are plenty of Jag owners out there who are NOT in our club. They don't know what they're missing!!

### Photoshoot at the Civic Theatre

Our Club Secretary Phil Agnew, through his membership of the Townsville Photographic Club, arranged for some keen snappers to photograph some of our club vehicles, for our display at T150 Heritage Day. After a couple of false starts, we got going in the late afternoon of Monday 9<sup>th</sup> May, with 5 vehicles, on the open ground close to the Townsville Civic Theatre. The results were quite spectacular, as you can see from our cover page.

We're hoping to get some of the photographs up on our website.

Meanwhile, Phil has written a short piece with hints on how to get the best shot of your "Cat".

### State of Origin

Please note – as Origin 1 is being played on Wednesday 1<sup>st</sup> June, **the club monthly meeting has been rescheduled to Tuesday 31<sup>st</sup> May**, same time, same place.



### Jaguar XKSS

Jaguar is to build the stunning XKSS as an ultra-exclusive continuation model.

Nine new XKSS's - often referred to by experts as the world's first supercar - will be hand built by Jaguar Classic to the exact specification as they appeared in 1957, replacing the cars lost due to the famous Browns Lane factory fire.

The original cars were earmarked for export to the USA, however, just 16 were completed before disaster struck. Now 59 years later, Jaguar is going to build the nine 'lost' XKSS sports cars for a select group of established collectors and customers.



### 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](mailto:millwind@bigpond.net.au) – I'll do my best to include it in our next Newsletter:- Nigel Miller

# 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>JUNE</b> <b>Tuesday 31<sup>st</sup> May</b>  Friday 10 <sup>th</sup> – Sunday 12 <sup>th</sup> Saturday 18 <sup>th</sup> Sunday 19 <sup>th</sup> Saturday 4 <sup>th</sup> – Sunday 5 <sup>th</sup>	<b>Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville.</b> <b>Note – the meeting has been rescheduled to avoid a clash with Origin 1.</b>  Charters Towers Motor Show & Swop Meet ABD Dinner All British Day - Cathedral School, Townsville T150 4TOFM Pacific Festival
<b>JULY</b> Wednesday 6 <sup>th</sup> Saturday 23 <sup>rd</sup> – Sunday 24 <sup>th</sup>	<b>Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville.</b> Airlie Beach overnight
<b>AUGUST</b> Wednesday 3 <sup>rd</sup> Sunday 28 <sup>th</sup>	<b>Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville.</b> Charters Towers Community Markets day trip
<b>SEPTEMBER</b> Wednesday 7 <sup>th</sup> Sunday 25 <sup>th</sup>	<b>Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville.</b> Cardwell day trip
<b>OCTOBER</b> Wednesday 5 <sup>th</sup> Sunday 25 <sup>th</sup>	<b>Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville.</b> Local
<b>NOVEMBER</b> Wednesday 2 <sup>nd</sup> Saturday 26 <sup>th</sup>	<b>Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville.</b> AGM/Christmas Dinner

## 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.

**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. 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.





# SOCIAL EVENTS



## TABLELANDS WEEKEND, 29<sup>th</sup> April -1<sup>st</sup> May 2016

by Nigel Miller

There was a little cloud cover as Joe and Chris (2006 XJ6 X350 3.0 V6) pulled in to the Yabulu Caltex station to meet up with me and Lee (1989 XJS 5.3 V12) , but it wasn't hinting of rain, and our two cars set off just after 11:30, planned next stop Cardwell for coffee.

But, the best laid plans of mice & men..... At Francis Creek, about 5kms south of Ingham, I suddenly felt and heard a massive rhythmic pounding in the rear end (of the car that is....), and managed to pull the car off the road safely, but clearly something was impressively wrong. Turns out my right rear Pirelli had parted company with its tread, and flapped traumatically against the rear of the sill and the front of the rear quarter panel.

Joe pulled up (was that a little smirk I saw on his face?) and offered the services of his jack

and wheelbrace, but we decided to call RACQ instead of DIY. They arrived about half an hour later - efficiently changing the wheel, and levering the underside of the rear wing off the muffler so we could proceed. Meanwhile, Joe and Chris had gone ahead to Ingham to visit Chris's sister. I hoped to buy a new tyre in Ingham, but they had no Pirellis in stock, so we'll take a chance on the rest of the weekend without a spare.....

Lee and I stopped in Cardwell-by-the-Sea for a coffee and a bite, and just as the showers started to set in, Joe and Chris pulled in, so we set off again in dual convoy. The rain was not heavy, but persistent, and only started to clear up about half an hour from Atherton.

We pulled in to the Big 4 around 6:00pm. Time for a glass of Shiraz.

Morning. Own time - we went to the Tolga Woodworks for coffee. Met up with Warren Black in his 1979 yellow XJS pre HE, soon to be joined by David & Wendy Anderson (966 Mark 2 2.4) and Jim Raw. When Joe and Chris got back from town, we set off for the Atherton Hotel for lunch, armed with our discount vouchers from Big 4. While standing by the entrance in front of our parked cars, we were approached by a friendly man, Roy Jaques, who asked after our Jags. He has owned over 135 cars in his time, including many Jaguars, and is currently close to finishing restoration of a 1968 E type S1 convertible. An interesting character, he started the Spy Camera Museum in Herberton in 2000, and, because he lives opposite the entrance to the Herberton Historical Village, he offered to give us a guided tour, followed by tea and cake at his house, when we could have a peak at his car, and his scrapbook. We eagerly accepted. Arriving at the



HHV at around 1:45, we fairly raced around the huge complex. How different it is now to what it was years ago when many of us were last there! The layout of everything is so much more professional than before, and the range of exhibits is dramatically broad, but of particular interest was the car shed, which included many rare cars and artefacts, most in wonderfully unrestored condition.



And just for us Jag freaks, there was even a Daimler for us to drool over. Stationary engines, vintage caterpillar machinery, the toy shop, homestead - we barely got through before the place closed down at 4:pm, then over the road for tea, and a well - earned sit down. But first, Roy's fire-engine red S1 E type exceeded our expectations and more. It's about 6 weeks from completion, and so far has been finished to a very high standard. Even his scrapbook was more than impressive, with several photos of Roy with such luminaries as Stirling Moss and Brockie.

Dinner at the International Club. 13 of us, Joe & Chris, me, Ray Ryan, Phil, Alan & Craig, Warren Black, David & Wendy, and new member Bob Braithwaite and his two guests Coral & Rhonda. Good meal, good company, and the Cowboys beat Manly. A great evening.



The following morning we checked out of the Big 4 just as David & Wendy and Jim arrived, and we set off

for Chilverton Cottages, picking up Ray (1994 XJ40 Sovereign) and Warren (this time in his blue XJ12C) along the way. A short stop at the Herberton junction to meet up with our new friend Roy Jaques, then the final few kilometres to Chilverton, to meet up with the owners, Bruce and Gwen Bradford (1962 Mark 2 2.4), and Russell & Clare Botha (1985 XJS V12HE). 7 Jags and 15 members all packed

into the driveway of Chilverton Cottages, a delightful little gem tucked away off a dangerous bend in the Kennedy Highway. We were greeted with tea, coffee and freshly baked scones and cakes. It was again a festive and chatty morning, but soon the first wave had to leave to make the long trek back to Townsville. Joe & Chris, me and Lee stopped off at Mena Creek Hotel for a great Caesar Salad, followed by an uneventful drive back home.



Others though could take their time, and some even stayed for another night. I subsequently heard rumours of some intrepid members sneaking back to Roy's house in Herberton and being taken for a ride in the E-Type, but of course that can't be true because the car is as yet unregistered.....

All-in-all we all agreed we had a fantastic and fun weekend. Lots of Jags, plenty of good company, some cultural history, and even some rain for us drought-stricken Townsvillains. Over the weekend we brought together no less than 15 club members, 4 guests and 11 Jags. Not a bad haul at all!!!



## TOWNSVILLE T150 HERITAGE DAY, 15<sup>th</sup> May 2016

by Nigel Miller

The Jaguar Club's first appearance at Townsville's Heritage Day was a resounding success. 9 Jags arrived early enough to take part in the show:

Ray's 1994 XJ40, fresh from it's buff and polish

Joe's 1979 XJ6 S2 and 2006 X350

Phil's 1979 XJ6

Jeff's 1964 Daimler 2.5 V8

Alan's 2002 S-Type X202 V8

Jim's 2005 XJ8 X350

Richard (Sweeney)'s 1997 XJ8 X308

My 1965 Mark 10



A pretty fair selection of Jaguar saloons – but where are the sports cars?

We had been allocated a prime position on the corner of West End Park and Ingham Road, so everyone who approached the event from the west strolled right past our gazebo, with its attractive display board (thank you, Townsville Photographic Club!), and a selection of club merchandise and permanent trophies. We met up with a number of club members, aspiring new members, and interested passers by, while getting to meet and greet luminaries from many of the other Townsville car clubs.

The gazebo was manned all day, and we (mainly Jim!) gave out seemingly hundreds of All British Day flyers. It's clear that interest in ABD is high, so we can expect a bumper





turnout on the 19<sup>th</sup>.



Believe it or not, there were other cars on display – the MG's were there, and many of the familiar vintage and veteran cars. Bikes, Holdens, Fords, military vehicles – it was almost like a practice day for ABD..... There was even an Aston Martin there, and we persuaded it to bring along its owner next month!



Yes, it was a lovely day, and the cars got a reasonable run – at least mine did. Those who live within a stone's throw of West End Park hardly got to warm up their engines!



## UPCOMING EVENTS



### Friday 10<sup>th</sup> – Sunday 12<sup>th</sup> June 2016 T150 4TOFM PACIFIC FESTIVAL & PARADE

The T150 Pacific Festival is a re-creation of the city's annual traditional festival which ran for over 21 years. The Saturday program would be a parade of floats, community and school groups followed by a carnival, culminating in a fireworks show. On Sunday the carnival would continue accompanied by entertainment.

The Parade will feature our very own Queen Maggie, and, by Royal Appointment, her faithful chauffeur "Honest Jim" Bateman.

Don't miss the fun, and the Jaguar "limo"!!



### Friday 10<sup>th</sup> – Sunday 12<sup>th</sup> June 2016 CHARTERS TOWERS MOTOR SHOW & SWOP MEET



The Annual Motor Show and Swap Meet is a must see event for all car buffs featuring a 'show n shine', super cruisers and go-to-whoa. There is something for everyone including a large selection of swap sites, demonstrations, feature attractions, a vast array of vintage cars and stationary machinery on display and much more including live band, licensed bar and children's entertainment.

### Saturday 18<sup>th</sup> June ABD DINNER

We traditionally have a dinner on the evening before All British Day – but some members have been known to complain about not feeling 100% the following morning!

Arrangements for the dinner this year have not yet been finalized, but it will almost certainly be at a conveniently sited restaurant in town, with reasonably secure parking. You will be advised by email as soon as the venue has been decided.

Sunday 19<sup>th</sup> June 2016  
ALL BRITISH DAY



# ALL BRITISH DAY

**FREE ENTRY**

To a display of British vehicles and machinery







# The Perfect Image of your Car



## Some Hints on Taking Photos of your Car

By Phil Agnew

As car enthusiasts we love to take photographs of cars; whether they be a Jaguar or a muscle car. If you want to take a photograph of a car and have it framed to hang on your wall and admire, there are a few technical tips you need to consider. Some of these tips only apply to those who own an SLR type camera or one which can be operated on Manual or Aperture priority mode. The average mobile phone and the “point and shoot” compact cameras have their limitations.

The Club recently invited members of the Townsville Photographic Club (TPC) to take photographs of some of our cars, which our Club can use for displays and advertising. This exercise proved very interesting and challenging. You have to embrace the idea that this is portrait photography and you should approach it the same way you would when doing wedding photography. In other words you want your “model” looking her best with the right ambient light and placed in a neutral setting without any distracting background. Time should be spent in planning your Photo shoot. Here are some helpful hints.

If photographing outdoors choose a day which is overcast to ensure that your car is surrounded by even ambient light. Cars are highly polished surfaces with chrome and glass which will reflect any object in the immediate vicinity back into the lens. Wind up all the windows to ensure a consistent glass surface.



Reflections and shadows are very apparent in the image of the Mark 2 Daimler whereas the Mark 10 only has some minor imperfections in the glass. The Mark 10 was shot with a polarising filter which also reduces the amount of reflection. However, this then requires considerable post processing as the images at different

polarising rotations have to be combined. Try not to include too much sky in the photograph as it includes distracting cyan or white light in the image unless you use a neutral-density filter.

- Kneel, or stand on a platform so that you are positioned to take your photograph not at eye-level like everyone else. Try placing the camera on the ground for a different perspective. Experiment with a variety of positions including close ups.
- For the keen amateur ensure that before you start make sure that your white balance is matched to the ambient light. This setting allows you to compensate for the slight colour differences in different types of light or make the colours warmer or cooler to match the intended mood of the photograph.
- Keep the ISO setting as low as possible.
- Use a tripod.
- Shoot in aperture priority mode – this way you can shoot for optimal sharpness and control your depth of field.
- Try experimenting with a wide angled lens if you want to make the car look tough or brutish. This is ideal for 4WD vehicles. A normal to longer focal length lens will have the opposite effect.
- Shoot on RAW so that you can maximise any post processing in software such as Photoshop, Gimp or Lightroom. These are uncompressed files. Use TIFF files for printing.

Now that you have photographed your “pride and joy” you may want to print the images. Beware that what you see on your computer screen maybe not be what is printed at the camera kiosk. Firstly you need to calibrate your computer screen with a “Spider” gadget and some software. Every computer screen is different. This will ensure that the colours in the image that are printed are the same as what you view on your computer screen.



*Printed copy from commercial kiosk*



*Original colour on calibrated computer*

Not every commercial kiosk is calibrated correctly for colour as we discovered when the image of the Mark 2 Daimler was printed.

Most camera houses will attempt to tell you that it is your computer screen that is incorrectly calibrated. Don't believe them and ask for your money back.



It is all good fun and eventually you may end up with a spectacular print like this one to hang on your wall.



## CLUB MERCHANDISE FOR SALE



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

Phone Jim on 0448 569 191  
 Or Nigel on 0400 599 637







# Jaguar AJ-V6 & AJ-V8 Engines



The following article was submitted by Jim Bateman, and was sourced from [Wikipedia](#), and is reproduced here under the [Creative Commons Deed](#).

**Jim says:** "It makes interesting reading and puts to rest the criticism that the 8 was a Ford. Our founder Sir Bill Lyons tried to make a V8 out of the V12 but experienced vibration problems so canned it. The present V8 was designed by Jaguar under John Eagan's Leadership."

## Jaguar AJ-V6 engine

The [Jaguar AJ-V6 engine](#) is a specialized version of [Ford's Ford Duratec V6 engine](#). One notable addition is the use of [variable valve timing](#), a feature also shared with [Mazda's](#) version of the engine. It is available in 2.1 L, 2.5 L and 3.0 L displacements. Jaguar's AJ-V6 engine has an aluminium engine block and aluminium [DOHC](#) cylinder heads. It uses SFI [fuel injection](#), has [4 valves per cylinder](#) with [VVT](#), features fracture-split forged powder metal connecting rods and a one-piece cast [camshaft](#) and has direct-acting mechanical bucket (DAMB) tappets, these design aspects differentiating the AJ-V6 from the Ford and Mazda versions.

### AJ25

The **AJ25** is a 2.5 L (2495 cc/152 in<sup>3</sup>) version built in [Ford's Cleveland, OH #2 factory](#). It shares the 2.1's 81.6 mm (3.2 in) bore and is stroked to 79.5 mm (3.1 in), the same as the 3.0. It delivers 192 hp (143 kW; 195 PS) at 6800 rpm with 178 lb·ft (241 N·m) of torque at 3000 rpm from 10.3:1 compression.

This engine is used in the following vehicles:

- 2001-2009 [Jaguar X-Type](#) 2.5, 194 hp (145 kW; 197 PS) and 180 lb·ft (240 N·m)
- 2002-2006 [Jaguar S-Type](#) 2.5 (UK), 201 hp (150 kW; 204 PS) and 185 lb·ft (251 N·m)

### AJ30

The **AJ30** is a 3.0 L (2967 cc) version and is the most common, especially considering the [Duratec 30](#). It has an 89 mm (3.5 in) bore and shares the 2.5's 79.5 mm (3.1 in) stroke. In the X-Type, it produces 231 hp (172 kW; 234 PS) and 209 lb·ft (283 N·m). The Jaguar XF debuted a refined version of the AJ30 with continuously variable cam-phasing and variable geometry air intakes to increase power and broaden the powerband up to its 6800 rpm redline.

This engine is used in the following vehicles:

- 2000-2008 [Jaguar S-Type](#), 240 hp (179 kW; 243 PS) and 216 lb·ft (293 N·m)
- 2002-2009 [Jaguar X-Type](#), 231 hp (172 kW; 234 PS) and 209 lb·ft (283 N·m)
- 2009-2011 [Jaguar XF](#) 240 hp (179 kW; 243 PS) and 221 lb·ft (300 N·m)
- 2000-2005 [Lincoln LS](#)

## Jaguar AJ-V8 engine

The [Jaguar AJ-8](#) is a compact [DOHC V8 piston engine](#) used in many Jaguar vehicles. It was the fourth new engine type in the history of the company. In 1997 it replaced both designs previously available on Jaguar cars: the straight-6 [Jaguar AJ6 engine](#) (or rather its AJ16 variant), and the [Jaguar V12 engine](#). It remained the only engine type available on Jaguar until 1999 with the launch of the S-Type, when the [Jaguar AJ-V6 engine](#) was added to the list. The AJ-V8 is available in displacements ranging from 3.2 L to 5.0 L, and a [supercharged](#) version is also produced. [Ford Motor Company](#) used this small V8 in other products as well, including the [Lincoln LS](#) the 2002-2005 [Ford Thunderbird](#) as well as in several [Land Rovers](#) and the [Aston Martin V8 Vantage](#). The AJ-V8 was designed to use [Nikasil](#)-coated cylinders rather than the more-common iron cylinder liners. However, like the [BMW M60](#), high-Sulphur fuel reacted with the Nikasil liners and caused engine failures. Jaguar replaced affected engines, and has used conventional cast-iron linings ever since.

The engine originally used a two-state [Variable Valve Timing](#) system to switch the intake cam timing by 30°. Newer variants use a more sophisticated system which can vary intake timing incrementally up to 48°. The Lincoln version was made in the United States.

Other engine features include fracture-split forged powder metal connecting rods, a special one-piece cast camshaft, and reinforced plastic intake manifold.

The AJ-V8 was on the [Ward's 10 Best Engines](#) list for 2000.

## Manufacture

The AJ8 engine is manufactured in an all-new, dedicated Jaguar facility located within the [Ford Bridgend Engine Plant](#) in [Bridgend, South Wales](#). The Jaguar "plant-within-a-plant" saved considerable investment costs by Jaguar. It is staffed by workers dedicated to Jaguar engine production and includes a linked flow-line of computer numerically

controlled machines with automated loading and assembly. Component supply is on a "just-in-time" basis.

## 4.0 L

The 4.0 L (3996 cc) **AJ26** engine was introduced in 1996. The number "26" comes from 12+6+8 (cylinders), because when the first ideas were sketched, a family of 6-, 8- and 12-cylinder engines was contemplated, although only the 8-cylinder version was produced. It has a square 86 mm (3.4 in) bore and stroke. It was updated in 1998 as the **AJ27** with continuously [variable valve timing](#). The AJ-V8 was updated again in 2000 as the **AJ28**. The [naturally aspirated](#) version produces 290 hp (216 kW) in the 2000-2002 XK8.

### Vehicles using this engine:

- [Daimler AJ8](#)
- AJ26:       - 1997-1998 [Jaguar XJ8](#)  
              - 1997-1998 [Jaguar XK8](#)
- AJ27:       - 1999-2003 [Jaguar XJ8](#)  
              - 1999-2002 [Jaguar XK8](#)
- AJ28:       - 2000-2002 [Jaguar S-Type](#) 281 hp (210 kW), 287 lb·ft (389 N·m)

## Supercharged

The [supercharged](#) version of the [AJ26](#) is used in the high-performance *R* versions of Jaguar's cars. The engine was updated with **AJ27** specifications for 2000. It produces 375 hp (280 kW) and 387 lb·ft (525 N·m) with the help of an Eaton supercharger (modified roots-blower). The supercharged engine did not use variable cam timing as the normal benefits of improved volumetric efficiency are not noticeable on a boosted engine

Vehicles using the supercharged version include:

- AJ26S
  - 1998-1999 [Jaguar XJR](#)
  - 1998-1999 [Jaguar XKR](#)
  - 1998-1999 [Daimler Super V8](#)
- AJ27S
  - 2000-2003 [Jaguar XJR](#)
  - 2000-2002 [Jaguar XKR](#)
  - 2002 [Daimler Super V8](#)

## 3.2 L

The 3.2 litre variant was the second to be introduced. It reduces the stroke to 70 mm (2.8 in) and power falls to 240 hp (179 kW) and 233 lb·ft (316 N·m).

Vehicles using this engine:

- [Jaguar XJ](#) (non-US)

## 3.5 L

The 3.6 L (3555 cc/216 in<sup>3</sup>) "3.5" was used in the XJ series as well. The stroke was 76.5 mm (3.0 in). Output was 262 bhp (195 kW; 266 PS) at 6250 rpm and 345.0 N·m (254.5 lb·ft) at 4200 rpm.

Vehicles using this engine:

- 2002–2007 [Jaguar XJ8](#) 3.5, 262 hp (195 kW) and 254 lb·ft (344 N·m)

## 3.9 L

The 3.9L (3934 cc) **AJ30/AJ35** variant is a unique displacement used only by [Ford](#) and [Lincoln](#) and is built in Ford's [Lima, OH](#) engine plant. Bore is 86 mm (3.4 in) and stroke is 85 mm (3.3 in). The AJ35 version introduced for the 2003 model year added variable valve timing of the intake camshafts and electronic throttle control. While the block, crankshaft, pistons, and connecting rods are all unique to this displacement, many other parts are shared with the AJ-V8 engines produced in the UK by Jaguar.

Vehicles using this engine:

- 2000-2002 [Lincoln LS](#), 252 hp (188 kW) 267 lb·ft (362 N·m)
- 2002 [Ford Thunderbird](#), 252 hp (188 kW) 267 lb·ft (362 N·m)
- 2003-2006 [Lincoln LS](#), 280 hp (209 kW) 286 lb·ft (388 N·m)
- 2003-2005 [Ford Thunderbird](#), 280 hp (209 kW) 286 lb·ft (388 N·m)
- [Ford Forty-Nine](#) concept

The last AJ35 was produced in March 2006 after only 3 years. Total run of AJ30/35 was nearly 250,000 units



## 4.2 L

The 4.2 L (4,196 cc (256.1 cu in)), **AJ33** and **AJ34** versions retain the 86 mm (3.4 in) bore, however they do have a 90.3 mm (3.56 in) stroke. It was introduced in 2002 as the **AJ33** and produces 294 hp (219 kW) at 6000 rpm with 303 lb·ft (411 N·m) of torque at 4100 rpm, later increased to 300 hp (224 kW) and 310 lb·ft (420 N·m).

Vehicles using this engine:

- 2003–2006 **Jaguar XK-series** 294 hp (219 kW), 303 lb·ft (411 N·m)
- 2006–2008 **Jaguar XK-series** 300 hp (224 kW), 310 lb·ft (420 N·m)
- 2002–2008 **Jaguar S-Type** 4.2, 300 hp (224 kW) and 310 lb·ft (420 N·m)
- 2004–present **Jaguar XJ8**, 300 hp (224 kW) and 310 lb·ft (420 N·m)
- 2008–2010 **Jaguar XF**, 300 hp (224 kW) and 310 lb·ft (420 N·m)

## Supercharged

The **AJ33S** is a **supercharged/intercooled** variant of the **AJ33**. It was introduced in 2002 to replace the 4.0 SC and produces 390 hp (291 kW) at 6100 rpm with 399 lb·ft (541 N·m) of torque at 3500 rpm. The engine was later updated to **AJ34S** specification to include Variable Valve Timing as well as other minor updates.

Vehicles using this engine:

- 2004–2009 **Jaguar XJR/Super V8**, 400 hp (298 kW) and 408 lb·ft (553 N·m)
- 2003–2006 **Jaguar XKR**, 400 hp (298 kW) and 408 lb·ft (553 N·m)
- 2006–2008 **Jaguar XKR**, 420 hp (313 kW) and 410 lb·ft (560 N·m)
- 2003–2008 **Jaguar S-Type** R, 400 hp (298 kW) and 408 lb·ft (553 N·m)
- 2005–present **Daimler Super Eight**
- 2008–2010 **Jaguar XF**, 420 hp (313 kW) and 408 lb·ft (553 N·m)

Land Rover also offered a **supercharged** version of the 4.2 L as that company's high-performance engine. Land Rover's version is not the same as the Jaguar's version but it was adapted from it.<sup>[5]</sup>

Applications:

- 2006–2009 **Land Rover Range Rover Sport** 385 hp (287 kW) and 406 lb·ft (550 N·m)
- 2006–2009 **Land Rover Range Rover** 400 hp (298 kW) and 413 lb·ft (560 N·m)

## 4.4 L

The 4.4 L (4,394 cc (268.1 cu in)) **AJ41** version features an 88.0 mm (3.46 in) bore and a 90.3 mm (3.56 in) stroke. This engine also replaced the **BMW M62 engine** used in 2003–2005 **Range Rover** models.

Applications:

- 2005–2009 **Land Rover Discovery** - 300 hp (224 kW), 315 lb·ft (427 N·m)
- 2006–2009 **Land Rover Range Rover Sport** - 300 hp (224 kW) @ 5500 rpm, 315 lb·ft (427 N·m) @ 4000 rpm
- 2006–2009 **Land Rover Range Rover** - 305 hp (227 kW) @ 5750 rpm, 325 lb·ft (441 N·m) @ 4000 rpm



# 2016/17 Club Subscriptions



We're getting close to the end of our current financial/membership year, 30th June, and it's time to start thinking about renewing your subscription to our great club.

The subs this coming year will remain unchanged (again!) at \$95 for the year. In the past we've allowed a discount for early payment of subscription renewals, and this year we will continue to do so, but with some small changes.

Early renewal of subscriptions, that is **payment of renewals by 30th June 2016, will be discounted down to \$85**. Any renewals received after 30th June will be at the undiscounted rate of \$95.

Please take advantage of this generous discount by paying your renewal subscription on or before the due date. Payment can be made as follows:

- **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).

Updated membership cards will be distributed from the middle of July.



## More on All British Day



This press release was written by Joe Pannia with assistance from Kevin Fleming, originally sent in to the Northern Services Courier to promote ABD in the military and also sent to 4TOFM and the Townsville Bulletin.

CALLING ALL BRITISH VETERAN, VINTAGE, SPORTSCARS AND MOTORBIKES. At LEAST ONE HUNDRED AND FIFTY VEHICLES are displayed annually in a tropical setting around "The Lagoon" in the beautiful grounds of The Cathedral School Mundingburra.

Also CALLING ALL THOSE INTERESTED IN STATIONARY ENGINES. The Machinery Preservationists have a historical WORKING DISPLAY which always attracts attention. We will EVEN have Rusty Riders displaying vintage bicycles including A 1953 PERRY BICYCLE plus many others. ALL Displays MUST HAVE BEEN MADE by British manufacturers in England or elsewhere or have the majority of working parts made in ENGLAND.

So now IT'S TIME again FOR.....**ALL BRITISH DAY** AT CATHEDRAL SCHOOL ON SUNDAY 19 JUNE. **ALL BRITISH DAY** was originally conceived to celebrate and preserve the history of the British Motor Industry – a triumph of ingenuity and engineering, acquisition by various manufacturers over past decades led to the demise of many of the original outstanding marques. The **ALL BRITISH DAY** display showcases the marques still manufactured and also offers a rare opportunity to see these unique discontinued vehicles and machines, some preserved meticulously by their enthusiastic owners.

This year's theme is special to celebrate the Queen's 90<sup>th</sup> birthday and will be also military to honour the centenary of WW1. SEE A MORRIS BREN GUN CARRIER, ARIAL DISPATCH RIDERS BIKES AND AMAZING LAND ROVERS - some saw service in Vietnam. FIFTY YEARS AGO Landrover HAD MADE OVER 100,000 UNITS! Military Re-enactors will be there with a large display sporting pre-1900 red British Empire uniforms. And of course you can't have a British show without John Bull the Town Crier.

**ALL BRITISH DAY** IS PROUDLY PRESENTED BY THE JAGUAR CAR CLUB of NORTH QUEENSLAND since 1999 with the grateful support of the Cathedral School AND now for the first time sponsored by TOWNSVILLE CITY COUNCIL as part of the T150 year celebrations.

LAST YEAR OVER 1000 ONLOOKERS inspected the All British Display EACH DOING THE DISPLAYS MANY TIMES OVER. THERE IS A LOT TO SEE AT **ALL BRITISH DAY** INCLUDING DIE CAST Models by the Die-cast Club and also Townsville COLLECTABLE MODELS. Of course also Jaguars, Daimlers, Bentleys, several Rolls Royces, MGs, Dennis Fire Engine and more.

THE GATES TO CATHEDRAL SCHOOL at 154 ROSS RIVER ROAD SWING OPEN AT 10 AM and close at 3PM .People wanting to display cars should contact the Jag Club and arrive before 9AM. FRESH FOOD INCLUDING ENGLISH DELIGHTS such as bangers and mash WILL BE IN THE CANTEEN all day. Barista coffee will be provided by the TPI Association and Mr. Whippy will be there. This will keep Mums and Dads and the kids happy – a good family day not to be missed. See the ABD Flyer for details.

And it is FREE ADMISSION AT **ALL BRITISH DAY** for the community and the displays.

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







## 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.

Urgent sale! Offers will be considered.

**Please contact me, PAUL, on [paulv62@bigpond.com](mailto:paulv62@bigpond.com)**

**Or mob: 0408 174 502**



### 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.

### 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 chromework. 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.



## 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 Thursday 2<sup>nd</sup> June. Bring your wallets!!**

## 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.**



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



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)





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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SERENE VALLEY, Q. 4816.  
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

**DYNOLINK**  
AUTOMOTIVE EXCELLENCE  
[www.dynolink.com.au](http://www.dynolink.com.au)  
i, Garbutt, Townsville Qld 4814  
Ph 4755 0000 Fx 4775 3513 Em [info@dynolink.com.au](mailto: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)

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Email: [ddymock@bigpond.net.au](mailto: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](mailto:ddymock@bigpond.net.au)

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