



Northern Jaguar

June 2016 Edition



Our own "Queen Maggie" and Jim's magnificent X350 on limousine duties, at the T150 Pacific Parade



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PRESIDENT'S Report



Let us turn the biggest disaster in the club's 18 year history of hosting All British Day into still the best ABD ever. I was very encouraged by the support we had for a rescheduling, and how good is it that almost all of our participating clubs are available on the 3rd July. 4TO is going to do heaps of free promotion for next Sunday which is very good of them. Organising this event and making sure we spend our grant money wisely has been a challenge for our ABD committee. Hopefully we will be in a position to do the same next year without any major glitches.

We successfully participated in the T150 Pacific Festival. We had three Jags in the car show and several members turned out to a good night at the festival. A night display was certainly different and the fireworks as a backdrop to the car display was a highlight. I was not so keen about the Friday afternoon peak hour cruise but we survived after some limited traffic chaos. The parade was great to see and a big thank you to Maggie and Jim for volunteering to commemorate the Queen's 1970 visit to Townsville. Every kid at the festival wanted a picture taken with the Queen and I know Maggie enjoyed all that extra affection. It was fun.

We had two Jags at the Willows Markets to promote ABD and some members turned out to support us. We distributed the last 150 of our 730 beautiful colour flyers and sold quite a few raffle tickets. Thanks to Peter and Jeff for supporting the club there. That was also a good bit of fun.

The Combined Clubs Swap Meet is on at the Showgrounds on 17th July and we have been invited to participate in the car display there. Isn't it great how everybody wants to see the Jags.

We have contacted our members at Airlie Beach and I have talked to Warwick Eastwood who would love the club to visit and see his collection of cars which includes a Regency Red 1971 Series 2 E-Type FH Coupe. Any volunteers to help organise the July weekend trip would be appreciated.

I have been able to discuss our participation in the Charters Towers Community Day on 28th August with the organisers and the Restorers Club. Both are very keen to see us there and we can have all our cars displayed in Centenary Park if we wish. The Towers advertises itself as the most authentic country town and the Community Day has many of the old style events we would see at markets and school break ups in the past, such as Tug of Wars, Sack Races etc. I am not suggesting that we participate in these but they are great to see and bring back memories.

Joe Pannia.
President – JCCNQ Inc.

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CLUB APPOINTMENTS

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Jim Bateman

DATING OFFICER (Club REGO)

Reg Fels

FUND RAISING

Peter Dixon



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EDITOR'S Chit-Chat



Get Well Soon!

Many of you will know Kevin Fleming, our "P.R. Wallah" who has been so helpful to us this year in our preparations for All British Day. Some of you will have met him when he gave us a guided tour of the Army Museum at Jezzine Barracks in April – but you will all have heard of him mentioned in our Club Magazine.

Kevin is currently recuperating from a heart operation, and we all wish him a speedy recovery. We look forward to seeing you again soon, hopefully driving your lovely Armstrong Siddeley!!

Dan King

Many of our members have had dealings with Dan at EVZ Spray Painting over the last few years. Dan always keeps a beady eye on our precious Jags when they need some cosmetic care and attention – he understands our passion, even though he's a Ford man!!

Dan has recently been operated on for an aggressive cancer, and will be out of action for some time. We all hope Dan is over the worst, and is well on the road to recovery, and look forward to catching up with him soon.

New club members

A very big welcome to new club members **Joe & Isabel Dempsey**, and **Glen & Karen Bird**. We all look forward to catching up with you in the near future.

Concessional (Club) Rego

I don't know about you, but I find the "Frequently Asked Questions" segment of just about any government website, extremely annoying. They never seem to ask the question I want answered, and even when the question is asked, the answer doesn't quite match! I was recently looking up the circumstances under which I can use my club rego, and a couple of "grey areas" have now been cleared up for me.

Firstly, if I get my club rego through a particular club (such as JCCNQ), do I have to remain with that club? Whether or not you think a person should remain with the original club, the correct answer is NO. The only stipulation to maintain your eligibility for club rego is that you are at all times a member of ANY incorporated Queensland car club. It doesn't have to be the club that assisted you to obtain your club rego in the first place.

Secondly, when I use my car for a club event, does it have to be an event organized or recognized by my car club? Here again the answer is NO. I can legitimately use my car for the purposes of attending ANY event organized by ANY incorporated Queensland car club.

I am not a lawyer, and I can't give out specific advice, but I hope this clears up at least a couple of areas of confusion.

Non club Jags

I've seen a number of Jags that don't belong to our club in the last month – on one occasion I saw no less than 3 when driving to the shops and back. Unfortunately I can't always take a quick snap, especially while driving.....



This X308 was in a car park in Bamford Lane. The registration is CAT 320 but may be from out of town – this was a couple of days before ABD was originally scheduled.

I hadn't seen this white X-Type before. It's in lovely condition, and obviously well looked-after. Seen around Willows Shopping Centre.



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

CALENDAR OF EVENTS 2016

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

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

JULY Sunday 3 rd Wednesday 6 th Sunday 17 th Saturday 23 rd – Sunday 24 th	<u>ALL BRITISH DAY</u> Cathedral School, Townsville <u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Combined Clubs Swap Meet, Townsville Showgrounds. Airlie Beach overnight
AUGUST Wednesday 3 rd Sunday 28 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Charters Towers Community Markets 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:

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.

We still do not have a Social Secretary. If any of you members out there would like to assist in organizing any of the above events, or indeed any other, please let one of the Management Committee know. We could certainly use your help!!

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](#), and 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, send them in. Your contribution will be acknowledged in the magazine.



SOCIAL EVENTS



Pacific Festival Car Show and Parade, 3rd – 5th June

by Joe Pannia

The festival started for us with the Cruise and Car Display on Friday night. Pulling into the Rugby Club car park on Hugh Street was reminiscent of Australia Day but without the rain and the huge Australian flags. The Silver XJ6 X350 Jag parked up alongside Jims Black XJ8 X350 LWB limousine at 4:45PM. We chatted for a while with the organiser Phil Smith and other enthusiastic cruise participants, all wondering how many cars would show up. There was a never ending stream of cars coming into the carpark but most were there to enjoy the Rugby events not the cruise.

Finally about 20 cars left the carpark dodging the cars streaming in and the peak hour traffic. We arrived at Jezzine Park about 5:30PM and joined the 60 or so cars already



there, driven by wise people who knowingly avoided

the traffic chaos. Once in the park it was very pleasant especially the ambience at twilight time. The winter sunset was absolutely beautiful over Kissing Point Hill. Jim and I walked around the many and varied cars displayed – all the Ford and Holden V8 muscle cars, colourful old Chevys, Dodges, Chryslers, hot rods and all the sports cars you would like to see on show or even own one day.



Our new member Joe Dempsey and his wife Isabella came in Joe's newly acquired XK8 and found us at the eatery just after Jim and I had feasted on the Maori Hangi made up of huge chunks of roast beef, chicken and great lumps of potato and pumpkin, while Chris already had chicken curry waiting for us to finish admiring the car display. Joe had come fresh from a full weeks work and suggested after dinner drinks at the bar on the higher level where the bands were playing and so we spent an hour or so relaxing there. Blair and Garry arrived later and joined us. It was a peaceful place to chat with the bands playing in the distant background. We had a good time with seven members there and it would have been even better with more.

The show was to end with fireworks so we wandered back to the car display and waited for the light show. We took some good photos of the cars which looked brighter and different in the darkness, and with the fireworks in the background looked fantastic as did the real thing. Talk about our money going up in smoke, but those ratepayers who were there to enjoy the fireworks got decent value.



Oxley Street and inspecting the floats lined up and talking to all the motivated and excited people was just as interesting as the Parade itself.



I think the Parade on Sunday was the highlight of the Pacific Festival and I remember that it was the most popular event of the old festivals in the seventies and eighties. The paper work I had to submit to get Jim and Maggie there was extensive. I am sure there wasn't that much red tape back then. Even though the parade started at 11:00AM, the entrants had to be there at 9:30 AM for all sorts of examinations, safety checks etc. I joined Jim, Maggie and Jeff at



Garry had his daughter in the Parade with the Military and Historic vehicles club. The photo with the three young girls dressed up in military uniform as the Andrews Sisters hugging the Queen was just great and typical of what Maggie had to endure all day - all the kids adoring the Queen and wanting their photos taken with her. I don't know how Maggie coped with all that extra affection. Jim and I had to deal with strengthening the British flag pole which Jim had cut into two pieces to fit it into the car. All sorted with the help of some duct tape, twigs and a tent peg.

The black Jag limousine chauffeured by Jim with Queen Maggie waving to the crowd went over very well. People got the message that we were commemorating

the Queen's 1970 visit to Townsville and it was good promotion for our club. It was actually the festival organizers and also our PR Wallah Kevin who had asked us to do something like this. Many photos were taken of our Queen by the crowds of people. I thought that the number of people lining the Strand was big for Anzac Day but there were even more there for the Pacific Festival Parade.

The parade took about an hour to reach the Jezzine Park end of The Strand with multiple stops I believe for safety to shift the crowd back from the huge floats and the heavy Army vehicles. Chris and I had a leisurely walk for the two kilometres along the Strand following the Queen's limousine. All the floats and entrants were lined up in the park until 1:00PM for judging. We enjoyed admiring the floats and walking around the festival again. I caught up with Jeff and Maggie at home for an afternoon barbeque and thanked them for their fine effort in supporting the community and our club. And of course that goes for Jim too.



ABD Dinner, 18th June

by Nigel Miller

As we all assembled at the Reef Thai Restaurant in Flinders Street, there was little indication of the wild weather to come in the next few hours!! Our numbers had been reduced somewhat, as David and Wendy Anderson from Milla Milla had to pull out to attend a family funeral in New Zealand, but our non-Townsville membership was represented by Ron Byrnes (Mission Beach) and his guest Doug. In all, we had 17 for dinner, a welcome turnout after some of our less adventurous members decided to avoid spicy food and "do their own thing".

Sadly, no pictures were taken of the evening! Everyone, including me, was sure that someone else would flash the iPhone!!!

We all had a wonderful and festive evening! The food was great (if a little delayed), and Queen Maggie (Harris) wowed my granddaughter Ainsley, who was excited to be invited to ride with Her Majesty the following day. To say she was disappointed the next day would be an understatement.....

The roll call included: Jeff and Maggie Harris, Bob Braithwaite and Moira, me, daughter Jamey and granddaughter Ainsley, Phil Agnew, Jim & Rahayu and friend Nana (hope I got the spelling right!!), Joe and Chris Pannia, Ron Byrnes and Doug, Margaret Collins, Ray Ryan, and last but not least, Blair Warry.



Handing out ABD flyers at Willows Market a week before the washout!!

Jeff and Chris are leaning nonchalantly on their respective cars, while "Queen Maggie" practises the "royal" wave.

Peter was there too with his barrowful of raffle prizes, selling tickets.

By now of course you will all know that our showpiece annual event was washed out this year, by unseasonal heavy rain and wild winds. The good news of course is that we have managed to reschedule to Sunday 3rd July, same time, same place. Unfortunately this coincides with the Townsville Show weekend, but it was the only practical day available. I'm confident we'll all have a great day!



On Saturday 18th, Joe and Chris, Phil and I arrived at the school grounds to set up the gazebos, to be greeted with the pleasant sight of a lagoon filled with water!! We had been told by the Headmaster the lagoon would be an empty muddy hole in the ground preparing for a makeover to celebrate next year's centenary of the Cathedral School. Things were looking good..... Of course we were expecting some light showers, but that wasn't going to stop us!!

Then, heavy rain, thunder, lightning, screeching wind etc. seemed to last all night – and this is what confronted Joe and Chris early on ABD Day.]

The ground was so soggy, no vehicles could venture onto the grass without danger of sliding off into the lagoon!!

All day, and into Monday, Joe's phone worked overtime, contacting participating clubs, exhibitors, advertisers, club members etc, until we finally settled on the best option – rescheduling to Sunday 3rd July.



UPCOMING EVENTS



Sunday 3rd July

ALL BRITISH DAY (take 2)

As Joe said in his President's Report, let's all make a special effort and make our re-scheduled event one to remember. I, for one, am really looking forward to this one. How about a sweepstake for the number of Jags on display?



Saturday 23rd – Sunday 24th July

AIRLIE BEACH OVERNIGHT

We are definitely planning an outing to Airlie Beach, but our club has been invited to the Combined Clubs Swap & Meet event at the Townsville Showgrounds on Sunday 17th July, so we'll have to make a decision shortly: shall we have two events in consecutive weekends, or should we delay the trip to Airlie Beach by a week? What do you think? Please let us know by emailing us [on this link](#). Whatever the final decision, we'll let you know as soon as possible by email.

Sunday 28th August

CHARTERS TOWERS COMMUNITY MARKETS DAY TRIP

We always look forward to our trips to Charters Towers, and I'm sure this one will be no exception. The Charters Towers Restorers Club always go out of their way to make us feel welcome, and it's always a pleasure to catch up with Jim Lewis and his faithful Mark VIIM.



2016/17 Club Subscriptions



Thank you to all those who have renewed your subscriptions to our great club for the coming year.

To those of you who have not yet renewed, or who simply haven't gotten around to it yet, you only have a short time to take advantage of the early payment discounted cost of \$85.

Renewals received after 30th June 2016 will be at the full undiscounted cost of \$95 – but you never know, the Management Committee *might* give a couple of days grace to allow for bank processing delays.....

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.

Nigel Miller - Treasurer



TECHNICAL TIPS



This month, I'm not giving you a technical tip – I'm looking for one (well two actually)!!

Mark 10 ignition warning light

My Mark 10 was set up (at the factory) with negative earth and an alternator. A couple of months ago, when I first took the car to one of our monthly meetings in town, I noticed that the ignition warning light, the small red one in the bottom left of the speedometer, remained on while driving. The handbook describes the light thus:

"A red warning light (marked "Ignition" situated in the speedometer, lights up when the ignition is switched "on" and the engine is not running. The light does not provide any indication of the state of charge nor does it indicate if the fan belt has broken. Always switch "off" when the engine is not running."

Of course I immediately assumed there was a charging problem, so I drove home very gingerly, expecting the car to stop running at any moment.

Safely home, I borrowed Phil's trusty multimeter and satisfied myself that the alternator is in fact charging despite the ignition warning light staying on (confirmed by the ammeter on the dashboard), and there doesn't seem to be any significant voltage drop at any of the connections between the alternator and the battery (including the battery terminals).

My understanding is that the warning light is supposed to go off as the engine starts and the revs rise above idle speed. So where should I look next?

XJS wipers

When I bought my XJS last November, I noticed that the wipers started their cycle from a resting position pointing towards the passenger seat, and would not park automatically, unless in intermittent mode. I didn't think too much about this at the time, but it's now beginning to annoy me!

I have managed to confirm that the XJS was manufactured with wipers that park on the right in countries where they drive on the left (e.g. UK and Australia), and vice versa.

So, is the incorrect resting/starting position related to the parking issue, or are these two different problems? And before I start dismantling/probing/yelling and screaming, any ideas for a fix?

I look forward to a sackfull of suggestions as to how to proceed with the above, and who knows? Some of them may even be printable!!!!

Nigel Miller



2002 Jaguar "S" Type 4.2 V8 SE



The following article was prepared by Alan Hames for the monthly newsletter of his local Area 44 of the Jaguar Drivers Club (UK), in May 2013, and is reproduced here with his kind permission. Alan has previously enthralled us with tales of his primrose yellow "E" Type, AVV 1

By Alan Hames

As I am sure most of Area 44 will know I have now been a Jaguar driver for 42 years and over that time have owned two "E" Types and a Jaguar 420 (1968). Until last week I have been the proud possessor of only my "E" Type, which has been with me for just over 40 of those years. Otherwise my day to day car has been an Audi which has served me very well.



It was therefore somewhat unexpected when I received a request, that if I knew a possible buyer for a Jaguar "S" Type then there was one for sale locally. This was apparently a one owner car from new bought locally at Milton Keynes in 2002 and fully serviced in each of its ten years at Guy Salmon in Northampton and was the 2003 updated model. It also had been fitted with numerous extras including, Satellite Navigation, Xenon headlights, Rear Parking Sensors, Memory Seats, and other fittings too numerous to mention. The "S" also had six months road tax and an MoT until August 2013.

My initial reaction was that this would suit an old County Councillor friend of mine and as a result we took a trip to Grafton Regis to view the car. It was exactly as described, sporting a new set of Pirelli 6000 tyres (at £650!!) and was confirmed as never having seen a cigarette – borne out by the clean interior, ashtrays and an unused lighter. It was also unmarked inside and out and the owner was also keen to point out that he had never used supermarket petrol ever, as he considered that these fuels were deficient in additives!!! He also explained that now at the age of 83, it was time for him to run a much smaller car, but would seriously miss his old companion of the last 10 years.

My Councillor friend then tried the car for size, but found that his height made it impossible for him to fit behind the wheel, even with all adjustments made, without his legs jammed under the steering wheel. This apparently was the end of the plan to buy and we left feeling somewhat disappointed. It was only at that point that it occurred to me that I would have no difficulty in fitting into the car and why had I not considered this possibility? On return home a call to the owner arranged a test drive for me the next day.



The drive including a short dash up the M1 in "Sport Mode" convinced me, (and Angela), that this was the car for me, especially as Angela had complained for years about the harsh and bumpy ride in my A3 on its low profile tyres. Also would you believe the Jaguar Road Tax at £270 was exactly the same as my Audi 1.8 T and insurance was only an extra £30 per year!! Possibly I will later have to find out that a Jaguar 4.2 V8 maybe does use a little more fuel? Arrangements were then necessary to sell the A3, which was easily accomplished within days, with it sold to the son of another friend at a somewhat reduced price to speed up the transaction.

Collection of my new acquisition proceeded a few days later, after ensuring that I would receive both of the Jaguar issued radio ignition keys, as these if purchased can cost well in excess of £200. Also various history documents were provided, including note of the 2002 dealer applied "Paintwork Supagard" that has helped to maintain its current Zircon Blue shiny paintwork and the polish pack that has looked after the interior Dove Grey leather.

I am now trying to work out how all the numerous controls are operated and have nearly found a seating position that works for me!!! It also now knows its way home from anywhere in Europe, following my resetting of the Sat. Nav. and

my parking in short spaces is so much better, with that beeper going as I slot into a bay. My only problem at the moment is that I am unable to reset the Navigation system into 3D mode that the handbook tells me is part of the system?? I wonder if anyone has the answer to this one?

I also have to specially commend the service I received two days after purchase from Chris Brakel in the Guy Salmon Parts Department. He has found for me all the back service records and was able to provide me with the necessary Radio Coding number, which was the only omission in the owner's handbook – apparently Jaguar Heritage can help out with this number, but charge £25 for the privilege. He has also promised to let me have two old "S" Type brochures that he has in his personal collection – what more can you say??

I now look forward to some years of I trust uneventful motoring, in a most comfortable and well appointed Jaguar. Apparently its 0 to 60 time at 6.5 seconds, I assume in Sport Mode, is only half a second slower than my "E" Type V12 – not that I will be testing this out too often!!!



Editor's note: Thank you Alan for sharing this lovely story with us.

Fellow club members - how about letting us know how YOU got hold of your pride and joy? I'm sure we'd all like to hear your stories.....

Never Knew That

'SHOWBOAT'

These were floating theaters built on a barge that was pushed by a steamboat. These played the small towns along the Mississippi River. Unlike the boat shown in the movie "Showboat" these did not have an engine. They were gaudy and attention-grabbing which is why we say someone who is being the life of the party is "showboating".

'OVER A BARREL'

In the days before CPR a drowning victim would be placed face down over a barrel and the barrel would be rolled back and forth in an effort to empty the lungs of water. It was rarely effective. If you are over a barrel you are in deep trouble.

'BARGE IN'

Heavy freight was moved along the Mississippi in large barges pushed by steamboats. These were hard to control and would sometimes swing into piers or other boats. People would say they "barged in".



CLUB MERCHANDISE FOR SALE



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



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 6th July. Bring your wallets!!



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

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



Just filling up some space!!



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

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@inet.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 3rd 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.

Never Knew That

‘A SHOT OF WHISKEY’

In the old west a .45 cartridge for a six-gun cost 12 cents and so did a glass of whiskey.

If a cowhand was low on cash he would often give the bartender a cartridge in exchange for a drink. This became known as a “shot” of whiskey.

‘THE WHOLE NINE YARDS’

American fighter planes in WW2 had machine guns that were fed by a belt of cartridges.

The average plane held belts that were 27 feet (9 yards) long. If the pilot used up all his ammo he was said to have given it the whole nine yards.

CLASSIFIDES - 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.

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.



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

michaell@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.



KEN ACE AUTO-AIR

CAR - TRUCK - HEAVY EQUIPMENT
AIR-CONDITIONING



A.B.N. 64 838 514 791

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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
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