



Northern Jaguar

August 2016 Edition



The ALL-NEW F-PACE, Jaguar's most practical sports car brings together sporty handling and dramatic beauty with everyday practicality and efficiency





TABLE OF CONTENTS



Page		
3	Editor's Chit-Chat	
4	Calendar of Events 2016	
5	Social Events	Airlie Beach Overnighter
8	Upcoming Events	Charters Towers Day Trip
		Cardwell-by-the-Sea
9	Technical Tips	
11	Why Jaguar?	
12	All British Day Trophies	
12	For Sale	JAGS for Sale
		Club Merchandise for Sale
		Classified for Sale
15	Business links and Recommendations	



PRESIDENT'S Report



Our August meeting turned out very well with 16 members attending and most coming to the dinner and staying on for more than an hour after the meeting. It was good to see members listening and asking questions at the Mag Medic presentation. Thanks again to Jordan and Nigel. Let's have some more ideas about what members want to be informed about. This is what the club had traditionally done a few times in years past and the majority of members agreed that presentations several times a year would be worthwhile.

Good to see enthusiastic and passionate input at meetings. It is important that the club is run democratically and that the wishes of members are carried out. At meetings we should encourage robust debate, gauge what the consensus is and help members and the management committee reach the best decisions for the club.

Changing how the club has traditionally done things is definitely a case for a debate and formal vote by members if necessary. For example any major changes to how we run All British Day, rescheduling an agreed monthly club outing, or major changes to our website should be debated at meetings. Other decisions not involving established club traditions or involving smaller items of expenditure which sometimes need to be made between monthly meetings should be handled by the management committee.

The Charters Towers trip is on this Sunday so I urge you to take this opportunity to redeem our reputation after the huge no show at Airlie Beach. We must remember that we have North Queensland in our name. The consensus at the last meeting was that we hold an out-of-town North Queensland Christmas Dinner and AGM and I look forward to some keen members helping to organise a great party.

Joe Pannia.
President – JCCNQ Inc.

MANGEMENT COMMITTEE

PRESIDENT: Joe Pannia



Email: joepannia@bigpond.com
Mob: 0409 270 971

SECRETARY: Philip Agnew



Email: resval@iinet.net.au

TREASURER:

Nigel Miller



Email: millwind@bigpond.net.au
Mob: 0400 599 637

MAGAZINE EDITOR:

Nigel Miller

SOCIAL SECRETARY: Vacant

CLUB APPOINTMENTS

REGIONAL LIAISON FNQ:

Wendy Anderson

MERCHANDISE

Jim Bateman

DATING OFFICER (Club REGO)

Reg Fels

FUND RAISING

Peter Dixon



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





EDITOR'S Chit-Chat



Club website – www.jagnq.com

If any of you have been on our club website recently, you will have seen a big difference in the way it looks. Our club president Joe has done a lot of work recently, uploading more information and photos, re-arranging and re-organising things etc. If you haven't been on the site for a while, give it a try. The newsletter archive was frankly a bit of a mess before, but is much more user-friendly and compact now – and it's interesting to read about some of the club characters (past and present) and their antics!!



Jaguar F-PACE launch

The club was invited to attend an exclusive launch event for the Jaguar F-PACE on Wednesday 24th August at the Ville Resort in Townsville, organised and hosted by Tony Ireland Townsville. Unfortunately, due to the short notice given, I was unable to attend, but 9 of our members did manage to get there, and the reports I'm getting show that a great time was had by all. There's no doubt the F-PACE is a phenomenal car (are my prejudices showing?) and one of these days I'd like to take one for a test drive, but I can't realistically see one at home in my driveway!! Many thanks to David Moore at Tony Ireland for the invitation – the first of many I hope.



Jim, Jeff and Travis paid as much attention to the snacks as they did to the Jags!!

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 monthly except Jan and Dec.

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

<u>AUGUST</u> Sunday 28 th	Charters Towers Community Markets day trip
<u>SEPTEMBER</u> Wednesday 7 th Sunday 25 th	Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Cardwell day trip
<u>OCTOBER</u> Wednesday 5 th Sunday 30 th	Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Local
<u>NOVEMBER</u> Wednesday 2 nd Saturday 26 th	Meeting 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.

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.



SOCIAL EVENTS



Airlie Beach Overnighter, 6th & 7th August

by Joe Pannia

I had been looking forward to our club trip to Airlie Beach since we put it on our calendar early this year. Little did I know it was going to be the biggest no show in the club's 28 year history? Even so it was a very enjoyable trip in the Silver X350. Strange to lead a ghost convoy of absent Jaguars - could have been 76 if all the club's cars were present. We stuck to the itinerary that was sent out. Never before had Chris and I been away with such a detailed plan. I had laboured over the itinerary for almost a whole morning to ensure a safe and organised trip for members. We even pulled over for the planned breather at Guthalungra. I had originally chosen that location to stop to check how the fatal accident happened there a few weeks ago. Most people know that if you blink you will miss this little town since it is on a long straight stretch and cars go past fast. Precisely the problem – with cars stopping for fuel, care must be taken to check approaching high speed traffic.



We pulled into the end of the closed-off Airlie Main Street just after lunch and saw the long line-up of cars at the "Revving the Reef Car Show". It was a very welcoming sight for sentimental car enthusiasts like ourselves. The morning had been fine for most of the trip through Ayr and Bowen but just a bit of drizzle had fallen as we approached Airlie. It didn't seem to bother anyone – any cars with their bonnet fully up had closed them



down to half way to minimise any moisture. The "Car of the Show" was a 1934 Ford 40 V8 302i sedan, the same model that was used in the movie and driven by Bonnie and Clyde in the famous bullet-ridden ambush ending scene. It had a leaping dog as a bonnet ornament that would rip your arms off in an accident. I thought the Jag leaper was dangerous but this one looked particularly vicious especially with the water droplets on it. There was one solitary XJS but I didn't get to

catch the owner. Chris got a photo in front of an old Buick that was similar to one her dad used to drive. The car show was to end at 3PM and after prizes had been awarded at 2PM the organisers announced that displays could pack up at 2:45 and leave at 3. By 2:20 a steady exit had started even though the weather had fined up. Reminded me of ABD.



Staff were very friendly at the Whitsunday Terraces Hotel and the manager was interested to know how the car show went since the booking was for the Jag Club and I had told her we had planned the trip because of it. I had done some research on the internet before booking and since comments had ranged from absolutely perfect rooms to refurbishment needed, I had asked the manager to explain - lots of rooms are individually owned and depending on the generosity of each landlord, the rooms are all different because each owner controls what is spent on maintenance and upgrade. I had asked if we could have newly refurbished rooms and we did get a good one. It was

the absolute lap of luxury – sweeping views from the lounge, bedroom and even the laundry. By the way the rooms I had cancelled were snapped up instantly.



At 4PM we walked down to the Reef Festival Street Parade. Nice and sunny by then and what a colourful parade it was. The announcer was very laid back, chewing gum as he reviewed the parade. The floats went to the end of the



Main Street roundabout and back. On the return, each float stopped at centre stage and each business or club was introduced in detail – the announcer seemed to know everyone in the parade off-by-heart, great stuff and what you can do only in a small town.



At dusk we came down to the street party and had a good look around. Alcohol consumption was restricted to the cordoned-off areas and there were lots at happy faces. I saw the odd reveller who ventured out too far into the street with drink in hand being escorted over to the legal areas. Good to see since there were still lots of young families there and those young at heart like us there too! It was getting a bit cool so we decided to have our dinner in the warm cellar of La Tabella restaurant, rather interesting to be surrounded by wall to wall wine bottles. It was very cosy and the fare was excellent. It was an Italian restaurant and the

head waiter had approached us at the entry with an Italian accent, but when I tried to have a conversation with her as we left, she said she was German and knew no Italian. Sucked us into the restaurant though. I did speak to a waiter who was from Naples and we exchanged reminiscences about Pompeii which is close by. We walked around the street party for a while and at about 10PM started to go back to our hotel room, stopping at one street café to listen to the familiar strains of a very passionate version of Bob Dylan's "All Along the Watchtower" being sung outside. Inside a sign read - "Airlie Beach - a drinking town with a sailing problem". Thankfully not the other way around I hope.



On Sunday morning after a slight phone kerfuffle trying to contact Wok and Woody for our visit on the way home, we set off for the 12 minute drive to Shute harbour. A great view of the Whitsundays where the American fleet successfully evaded Japanese surveillance during WW2. The solitary Silver Jaguar looked a bit lonely at Lion's Lookout. A contrast to the car line-up of many smart Jags ten years ago, as seen on our "Cars in the Club" page on our website.

We managed to find and drive into Wok and Woody's hideaway at Sugarloaf. A hideout in the jungle is just what I would like to have. Wok was working on his E-Type trying to get it to fire on all cylinders. Still had that big rumbling sound though and a fantastic beauty for us to have displayed at the next ABD! Woody's new XE Diesel looked very desirable, what a mean looking front grille, and both cars an eye catcher. The BRG XJR also looked great. Wok has an array of various parts cars around the property, some nice S2's. One once beautiful white Jag had a large tree branch fall across it – the pitfalls of living in a forest, any other car would have been annihilated. It was nice to chat with Wok and Woody and I hope we see them again soon.



It took about 50 minutes to drive to Bowen and we did a bit of a tour of the hilly wide streets with many ocean views. Chris had taught there in the early seventies and I had spent several years on work trips there in the late seventies when the telephone network was automated, so it brought back memories for us. The Grandview Hotel is definitely the place to eat on a Sunday, and it truly lived up to its reputation as an award winning restaurant. There was plain pub food on the menu as well as many fine dishes to suit any special occasion. The view across Santa Barbara

Parade to the deep blue Coral Sea was excellent and was what the hotel was named after. A window table had been reserved for us with a Jag Club sign still on it even though I had phoned on Saturday with drastically reduced numbers. Lunch done, we had an easy relaxing drive home, pulled into the driveway just before 5PM per the itinerary and after a short rest watched more of the Olympics.



Keep your eyes on the road!

Farmer Jack once lived on a quiet rural highway but as time went by, the traffic slowly built up and eventually got so heavy and so fast that his free range chickens were being run over, at a rate of three to six a week. So Farmer Jack called the local police station to complain, "You've got to do something about all these people driving so fast and killing all my chickens," he said to the local police officer.

"What do you want me to do?" asked the policeman.

"I don't care, just do something about those crazy drivers!"

So the next day the policeman had the Council erect a sign that said: SCHOOL CROSSING.



Three days later Farmer Jack called the policeman and said, "You've still got to do something about these drivers. The 'school crossing' sign seems to make them go even faster!"

So again, they put up a new sign: SLOW: CHILDREN AT PLAY. That really sped them up. So Farmer Jack called and said, "Your signs are no good. Can I put up my own sign?"

In order to get Farmer Jack off his back, he said "Sure. Put up your own sign".



The phone calls to the Police Station stopped, but curiosity got the better of the Officer, so he called Farmer John, "How's the problem with the speeding drivers. Did you put up your sign?"

"Oh, I sure did, and since then not one chicken has been killed!"

The policeman was really curious and thought he'd better go out and take a look at the sign. He also thought the sign might be something the Police could use elsewhere, to slow drivers down. So he drove out to Farmer Jack's house.

His jaw dropped the moment he saw the sign.

NUDIST COLONY
Slow down and watch for chicks!



2016/17 Club Subscriptions



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.

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 30th 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).



UPCOMING EVENTS



Sunday 28th August

CHARTERS TOWERS COMMUNITY MARKETS DAY TRIP



Our planned day trip to Charters Towers is on this weekend. Our itinerary is:

- Assemble at Stuart Hotel before 7:30AM and leave in convoy shortly afterwards
- Arrive at Centenary Park Charters Towers at 9:00AM
- Go to the Churchill Street Entrance where the Restorers Club will marshal us to our joint display area
- Check out the markets and displays and have morning tea and lunch in the park
- Leave at 2:PM or earlier and home before 3:30PM

If you want to leave Townsville later in the morning you can park in the street and join members later. There should be lots to check out at the Community Day however if anyone wants to leave early to check out the town and other events you will need to be escorted out. The Variety Bash and Barrel Racing is on Sunday also. If anyone wants to travel up on Saturday, the Drive-In has a 50 year celebration on Saturday evening.

This should be a good run for the Jags and several members have already indicated they will come along. Don't forget to bring some chairs and your car signs. If you can please let me know if you are going that would be great.

Joe

Sunday 25th September

CARDWELL DAY TRIP

We always look forward to visiting Cardwell – one of the most beautiful spots on the Coral Coast, now seemingly fully recovered from the devastation of Cyclone Yasi. This year we're hoping to meet up with some of our members from further north, so it should be a great day. As usual, an email will be sent out in good time, when the trip plans have been finalized. I personally look forward to saluting the magnificent view of Hinchinbrook Island from the lookout on the new Cardwell Range road.



LETTERS



From Blair Warry

Joe, I would like to thank you, and the current and past Committee and Club Members during my time with the Club, but I have decided not to renew my membership this year. Committee member is often a thankless job so I thank all that have risen to the challenge over the years.

I think you are steering the club in a positive direction. I support the consideration of new activities whilst keeping the traditions of the club.

I will look forward to seeing you at Cathedral School for All British day if not beforehand. Thank you again, and best wishes for the continued success of the club.

Regards. Blair Warry

Thanks for that Blair. I hope you find another Jag and come back soon. Cheers: Joe



TECHNICAL TIPS



Mark 10 ignition warning light

Avid readers of the magazine (both of you!!) will remember the enquiry posted in the June magazine about the ignition warning light remaining ON even when the alternator is correctly charging the battery. I received the following response on the same day the July magazine was distributed, from Len Hand, Chairman and Technical Advisor for the Classic S Type Register (which includes the Mark 10) of the JAGUAR DRIVERS' CLUB, UK, and the proprietor of Straight Six Classics.

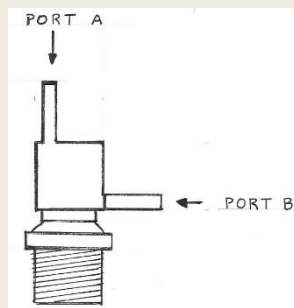
*"Only just read about your Mark 10 alternator warning light in your newsletter. There's a good chance that the warning light control unit has failed. It's a Lucas **3AW** unit I think, and a bi-metal strip inside it opens when the alternator reaches charging voltage. If the charging circuit is OK then you just need a new **3AW**. Cool Cat Express in the USA may have a modern electronic unit available now, as the original was a bit delicate (don't drop it!), however the originals are still available, certainly on this side of the pond, from David Manners Ltd or John Gordon Jaguar Spares." – Len Hand.*

Thank you Len for your input. Cool Cat have the solid state equivalent (part # **SS3AW**) for around US\$25, less than half the price of an original. Many people install this unit, which is very small and can be hidden away, in addition to leaving the broken one in place but unconnected, for originality – which is precisely what I intend to do: - *Nigel*

XJS Thermal Valve – part No: EAC 5086

On the XJS V12 there is a thermal valve located on the left hand side ("B" bank) of the fuel rail, to eliminate fuel vapour lock, which can prevent a hot engine from starting. When I bought my car in November last year, the seller informed me that he thought the thermal valve was faulty, and he supplied me with a new/2nd hand one, even though the car had no obvious problems when starting from hot.

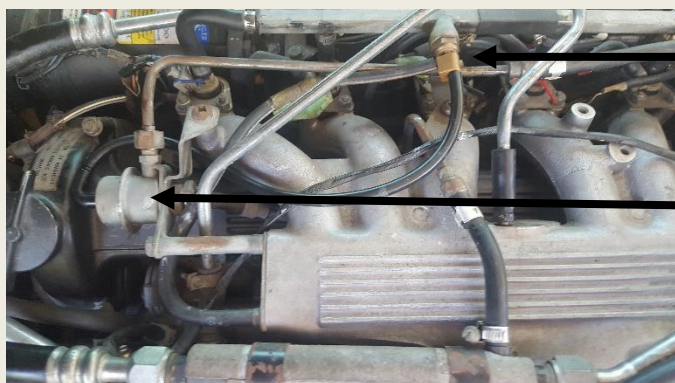
Last week I decided to clean up the "new" valve and install it, but when I removed the vacuum hoses, there was fuel in them, so I investigated further.



On the diagram of the thermal valve to the left, the threaded fitting screws into a cavity in the fuel rail. Port A connects to the fuel pressure regulator, and Port B to the intake manifold, both with 3/16" ID vacuum hose.

The valve is normally open, so that at cool temperatures the fuel pressure regulator is drawing vacuum – which is normal engine operation. At temperatures in excess of 70°C the valve closes, shutting off the vacuum and effectively increasing the fuel pressure, preventing the buildup of vapour in the fuel rail.

It's relatively easy to bench-test the thermal valve by connecting 3/16" ID lengths of vacuum hose to ports A and B. Blow into one hose, and air should flow through the valve and escape through the second hose. Now, gently lower the threaded part of the valve (NOT the plastic bit) into a pan of hot water – hotter than 70°C but not boiling, and the valve should close with an audible click, preventing you from blowing through the hose. Remove the valve from the water, and as it cools, it should open with another "click" and air should flow freely through the valve again.



Thermal valve

"B" Bank FPR

In my case, both of my thermal valves operate correctly, so the original unit did NOT require replacement, and I now have a perfectly good spare. But what about the fuel in the vacuum hoses?

If the thermal valve is operating correctly, the problem will almost certainly be a leaking rubber diaphragm in the “B” bank fuel pressure regulator (FPR). As a further test, you can try running the engine with the vacuum hose disconnected from the fuel pressure regulator. If fuel escapes from the FPR, the diaphragm is faulty. As far as I’m aware, FPR’s are not serviceable, they must be replaced.

Mine proved faulty and has been replaced. *Nigel*

XJS V12 HE Fuel Pressure Regulators

The XJS V12 has two fuel pressure regulators, one on each of the V banks. I didn’t want to blindly replace my left hand side FPR without at least attempting to understand how they operate, so I spoke to several people, including some well-known Jag suppliers in Melbourne/Sydney/Brisbane etc, and it seems that there is a range of opinions on their function etc. One supplier told me the 2 FPR’s were identical except for different fittings. I didn’t quite see the logic of this (but Hey! We’re talking about Jaguar here!!) so I set out to investigate further.

I came across the following explanation on www.jaguarfuelinjectorservice.com, a site well worth visiting before playing around with your fuel system.

We have provided this web page as a courtesy to Jaguar V12 owners in an attempt to explain operation of the fuel pressure regulators (FPRs) on the 5.3 liter HE V12 engine, as well as the 6.0 liter engine. In the near future, we hope to add operation of the FPRs on the earlier pre-HE engine.

All 5.3 liter V12 HE Jaguar engines from stock contain two fuel pressure regulators. To get you oriented correctly, while you sit in the driver seat, whether the steering wheel is on the left (US spec), or on the right (Euro spec), the engine banks are referred to as follows. A bank is on your right. B bank is on your left.

Now with the above said...let us discuss the A bank FPR. This is Bosch part number 0280160234. It is rated at 3 Bar pressure (43.5 psi). The FPR is stamped on the side body with these numbers. While it is called everywhere as a FPR, its' function is more of a pressure damper...used to keep a constant fuel pressure between the fuel pump and the fuel rail. The straight line distance between the fuel tank and the A bank FPR is more or less 10 feet. Add maybe 2 feet for the twisting, curving fuel pipe perhaps 12 feet. The fuel pump delivers appx 90-100 psi of dead head pressure to the FPR. Under the various engine operational scenarios, that fuel delivery pressure to the fuel rail has a tendency to fluctuate. The A bank FPR eliminates those pressure fluctuations. There have been some reports that removing the A bank FPR has not caused any difference in engine performance. It's up to you to evaluate on your engine, whether this is so.

On now to the B bank FPR. THIS is the item that actually controls fuel pressure delivered thru the fuel injectors to the engine. Fuel pressure (via this FPR) keeps a constant pressure between the injector pintle and the intake manifold vacuum (which varies under different engine operational conditions) at a constant 2.5 Bar (36.25 psi). The ECU is programmed (mapped) to vary injector pulse width (open/close time) expecting that the differential pressure is 2.5 Bar.

With age, either A bank, or B bank FPR may fail. The typical fault is the FPR rubber diaphragm cracks, and will cause erratic fuel pressures. More so, a cracked FPR diaphragm will cause fuel to leak thru the damaged diaphragm and into the engine intake manifold...causing a hard or no start engine.

The simple test to determine if you have a cracked/ruptured FPR diaphragm is to remove the rubber vacuum hose from the FPR and check for leaking fuel from the hose or the FPR. If you see such, the FPR needs replacing. And while there, you should replace the rubber vacuum hose.

So clearly the 2 FPR’s have different specs and functions – hence the different fittings so they can’t be muddled up. While it may be possible to eliminate the “A” bank FPR without impacting on engine performance, it’s only something I would consider as a temporary measure, certainly not as a permanent fix.



Saw this car a few weeks ago, in my travels into town. With registration number **XJR 308** there’s no doubting what model it is!!



Why JAGUAR?

Nigel Miller



Whenever I meet a new JAGUAR acquaintance, I ask them “How did you first become interested in Jaguars?” Here’s my answer to my own question.



This is a picture sourced from the internet – I don’t have a photo of our old car, which had steel-pressed wheels, not wire wheels. Interestingly, the prancing jaguar motif is mounted on the radiator cap, so you don’t need to open the bonnet to fill the radiator. The front doors hinge from the centre post, so open from the front, and the bonnet opens on each side. Indicators are little yellow arms that rise out sideways - called trafficators.

In early 1954 my family returned to England after several years stationed in Melbourne and Singapore, with 2 more children (myself included) and a Standard Vanguard – Dad’s first car, bought in Singapore, but probably assembled in Melbourne. Petrol rationing was now a thing of the past, having been abolished in 1950, so within a couple of years of returning, Dad traded in the Vanguard for a black Mark V Jaguar 2½ litre, registration number KXE 189. The Jag was of course 2nd hand, but nevertheless was Dad’s pride and joy. However, by now the pre-war styling was considered out of date, and Jaguar cars were considered “rakish”. I well remember being teased at school because we had an “old fashioned” car.

Dad’s transfer from GCHQ in Cheltenham to the Foreign Office in London meant that the beloved car languished in a lock-up garage for nearly a year, while Dad commuted weekly to the Big Smoke – Mum didn’t have a license and showed no interest in learning to drive. Another overseas posting was in the wind, so there was no option but to sell.

The car was duly put up for auction, where it languished for several months – no-one apparently wanted to buy it!

Eventually of course, the car was sold, for the paltry (in today’s terms) sum of £75, but after servicing costs, advertising, storage, sales tax and auctioneer fees, there was not a lot left over. Dad, a true romantic, used the net proceeds to buy Mum a huge bunch of roses.

I still have vivid memories of the Mark V. The plush brown leather seats, the quarter lights front and back, the tool kit in the bootlid, the side opening bonnet, the shiny bits on the motor, the radiator cap with leaper, the running boards The list goes on and on.

One evening Dad was sitting in his armchair, deep in thought. I, by then a hyper-active 8 year old, asked him what he was thinking about – “The Jaguar. I’m thinking about the new owner, and how he probably won’t love the car as much as I did.”

I walked up to him, and gave him a big hug, saying “Don’t worry Daddy. When I grow up, I’ll buy you another one!”

I never got the chance to keep my promise – but I have kept an abiding passion for Jaguars, particularly those of the 1950’s and 1960’s.

We all have different reasons and motivations for our love of Jaguars – so why don’t you tell us yours?

No Expense Spared!



Our first family car, a split windscreen Standard Vanguard, here being inspected by my older brother.

No expense was spared on maintenance as the invoice to the left clearly demonstrates!!

I still have the AA badge removed from the car on shipment to England in 1954.



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 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.

1988 XJ40 3.6L Sovereign - \$3,750



Colour Champagne. Reasonable condition inside, good mechanically, some rust on bonnet and boot. LHR door handle jammed, needs front shocks, bushes, brake pads. Selling because I have too many cars!!



The car has aftermarket wheels, 5 months rego, purchased 3 months ago for sister's wedding. Car is always inside and can be inspected in Garbutt.

Please contact me, Shane, on 0423 412 503 or by email: shane@brashasworkshop.com.au



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 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

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.



KEN ACE AUTO-AIR
CAR - TRUCK - HEAVY EQUIPMENT
AIR-CONDITIONING



A.B.N. 64 838 514 791

27 BLOODWOOD DRIVE,
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

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

DYNOLINK AUTOMOTIVE

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

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

- Servicing and repairs to all makes and models
- Dyno Tuning
- Safety Certificates
- Aftermarket Computers
- EFI & Performance Upgrades
- Brake & Clutch Repairs
- Emissions testing

Australian Distributor for Link Electrosystems



DYMOCK'S MECHANICAL PTY LTD

DAVID DYMOCK
ABN 70 466 488 929
Phone: 4729 1222 Fax: 4729 0762 Email: ddymock@bigpond.net.au
2 Hogan Street Stuart QLD 4811

Dymock's Mechanical

2 Hogan St, Stuart, Townsville QLD 4811

for Roadworthy checks and repairs

Contact David: Ph 4729 1222 & Fax: 4729 0762

Mobile: 0412 610 655

Email: ddymock@bigpond.net.au

TOWNSVILLE BRAKE & WHEEL ALIGNMENT CENTRE PTY LTD.
Front & Rear Wheel Alignments,
Steering Suspension Brake Repairs.
Alan Foley & Lorraine Johnson
Unit 2/34 Pilkington Street
GARBUIT. Q. 4814 PH 4775 6161

We come to you
saving you
time!

G.J. MOBILE CAR DETAILING
GEORGE JOHNSON
24 Years
Detailing
Experience
0412 341 140

TOUCH AWAY
EXCELLENCE IN AUTO PAINT REPAIR
0419793229
Paul Boothroyd
11 Baystone Court
Kelso Qld 4815
Ph: (07) 4774 0100
Fax: (07) 4774 0733

Unique Embroidery



Vivienne Poletti
MANAGER

Embroidered Logos • In-house Logo Digitizing
Caps Supplied & Embroidered • Gift Towels

ABN: 20852068453
Phone: (07) 4725 3388
Fax: (07) 4725 3886
Email: uniqueembroidery@bigpond.com

Vale Shopping Centre,
206D Ross River Road,
Aitkenvale Q. 4814

BARE NAKED INDUSTRIES



606 INGHAM ROAD, TOWNSVILLE
0488 743 353

ABRASIVE & NON-ABRASIVE BLASTING CUSTOM PAINT JOBS AIR-BRUSH ART MECHANICAL WORKS

NQ'S CAR & BIKE RESTORATION SPECIALISTS

CLASSIC & CUSTOM
Automotive Wiring

WADE JAUNTEMIS
Ph: 0413 353 006

- Wiring Looms Made to Order
- Classic Concourse
- Custom, 4 x 4
- On Site
- Quality Assured



Ross Parsons
AUTOELECTRICAL & AIR CONDITIONING


NEED AN AUTOELECTRICIAN?

ROSS PARSONS
0423 136 356

CALL TODAY!

QUALITY MOBILE SERVICE

Ross has experience with Jag's



QUICK START
AUTO ELECTRICAL

Shane Satchwell 0419 728 237

For all Light and Heavy Automotive Electrical Repairs & Air Conditioning

Shane has experience with Jag's

Jordan Williams
Owner/Technician

 [Find us on facebook](#)



MAGMEDIC
ALLOY WHEEL REFURBISHMENT

0402 664 551

Unit 5, 2 Whitehouse Street, Townsville 4814

Dek-A-Dent
TOWNSVILLE

"Paintless Dent Repairs"

- Hail Damage • Carpark Dents •

Gary Foord 0418 613 802

ZAPP

POWDER COATING P/L

ABN 34 066 877 601

ANDREW MURRAY - Director

5 MADDEN STREET, AITKENVALE, TOWNSVILLE.
Ph: (07) 4725 3805 | Fax: (07) 4725 3905 | zapps@bigpond.net.au

Tidy Towing

JAY CHUN TIE
0404 011 384

Need a Tow?

 Find us on Facebook www.facebook.com/tydytowing

EVZ
SPRAY PAINTING



5 SCHMIDT ST
TOWNSVILLE

evzspray@bigpond.net.au

PHONE: 4779 6161

CURRAJONG
TYRE & AUTO

WHEEL ALIGNMENT SPECIALIST



Tyres, Mag Wheels, Batteries, Log Book
Services, Shocks Suspension

QUALIFIED TRADESMAN

All Fleet, Lease & Govt Vehicles Serviced

We won't be beaten on Dunlop or
Olympic Brands

25 Hammett St
CURRAJONG

4775 5955