



Northern Jaguar

March 2017 Edition



1957 C Type Jaguar



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PRESIDENT'S Report



We had planned something completely different for our March outing – Home Hill has not been visited by the club in the past so we tried to avoid the “been here, done that” syndrome. Cyclone Debbie, however, had other plans and the trip was cancelled. Townsville dodged it but south of us was devastated. The Whitsunday area was hit badly and our thoughts go out to our members Wok and Woody there. The jungle surrounding their house has been totally destroyed but they survived it all with hardly any damage to the house. Woody was laid up injured after a bicycle accident at the time. The club wishes both of you a speedy recovery from this terrible disaster.

I went along to the Sunday cruise organised by the Vintage and Vets Club early this month. Not a big rollup but thoroughly relaxing. A beautiful starting place among the big trees in Anderson Park and then a scenic cruise along all the riverside drives at Aitkenvale, Annandale and Idalia. It finished at the boat ramp in South Townsville – all new facilities by the Council with extensive gardens, pergolas, BBQ's, carparks, boat ramps, jetties etc. The club could go there at some stage. The cruise was to promote the club's NQ Hub Rally at Easter. There is a Car Display 8:30AM Saturday in the Spotlight carpark opposite Domain Central – worth visiting!

Not a lot of feedback on All British Day except an encouraging call from the Army accepting our Risk Management Plan and now starting to mobilise getting the big British Gun out of the 4th Regiment Museum and a couple of in-service 6-wheeler Landrovers. The ADF has the biggest ever contingent out for the cyclone Debbie recovery and I wouldn't be surprised if there are no resources left for our ABD. Not a worry though, the community needs the army more than we do.

I must thank new member Gary Smith for his very entertaining article in our last NJ. How many Jag Lovers have blown up motors before? Maybe not two at once! A lesson learnt by all. Gary has only just got in the door and looks to be well on the way for that Bent Stem trophy. Also perhaps our longstanding members can tell us some of their stories – good or bad, and we should promise not to chuckle at your motoring mishaps.

Joe Pannia

President – JCCNQ Inc.

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MERCHANDISE Jim Bateman

FUND RAISING Peter Dixon

MEMBERSHIP Nigel Miller



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Hermit Park,
QLD 4812



www.jagnq.com



EDITOR'S Chit-Chat



Due to having nothing to report on the Social Events scene, we have a shortened magazine this month – we certainly haven't been down to 14 pages since I took over as editor!

Cover page

This month's cover photo is a beautiful replica 1957 Jaguar C Type, which some members will remember, made an appearance at All British Day in 2013. Then owned by Dick Boardman, it was the Marque Sports Car Register North Queensland's Car of the Year (2013) -and deservedly so!

The photo was taken by Warren Skimmings, Secretary of the Marque Sports Car Register, who thinks it's the prettiest Jaguar ever..... and who can argue with that?



We have a winner!



As mentioned last month, at our last members' meeting on 1st March we held a draw for the Jaguar Prestige Spares gift voucher that was generously donated to the club by our good friend Phil Pietsch – and the winner is..... **Gwen Bradford** of Chilverton Cottages in the Atherton Tablelands. Congratulations Gwen and Bruce, I'm sure you'll find something to use your Mark 2! And once again, thank you Phil for such a generous gesture.

New member

A warm welcome to John "Pom" Purcell and his 1986 XJ6 Sovereign – registration number **00-POM** (there are no prizes for guessing where John comes from!). Pom tells me many of his friends don't even know his given Christian name..... Pom - we all look forward to catching up with you in May when you return to Townsville.



Cyclone Debbie

Many of us were disappointed that our Burdekin day trip was cancelled due to the impending cyclone, but at the time it was definitely the right decision! As luck would have it for those of us in Townsville and points north, the weather system has been slowly tracking away towards the south – but we must NEVER forget, we are a North Queensland club, not a Townsville club. As I write this, Debbie looks like finally making landfall in a couple of hours, and all our thoughts and best wishes go out to all the good folks in Airlie Beach, Bowen and surrounding areas. Stay safe!

Club membership

At our last monthly meeting at the beginning of March I was tasked with distributing our current membership list to members. I haven't forgotten! And will hopefully get this out in the next week or so – please bear with me. One thing that my analysis of past membership lists has thrown up is that we still have a number of our original members (from incorporation in July 2010), who are still in the club nearly 7 years later. These current "Foundation Members" are:

Jim Raw

Margaret Collins

Joe & Chris Pannia

Fred & Linda Nannestad

Jim Lewis

Lloyd & Elspeth Jones

Peter Dixon

Jeff & Maggie Harris

David & Wendy Anderson

A terrific effort that deserves recognition.

Membership drive

Also at our last meeting, our Secretary Jim suggested that we undertake a membership drive to help boost our numbers. What a great idea! We currently have 43 financial members (the number of fees paid) which gives us a total membership of 75. How about targeting 100 members by the end of the year? Let's go for it!

In the 2015/6 financial year we attracted 6 new subscriptions/10 members, and this year to date, 4 new subscriptions/5 members.

Numbers are constantly changing, with members moving inter-state, membership lapsing etc – but we can still increase our club numbers if we attract new enthusiasts into the club - and if every current member brings in a new member.....

CALENDAR OF EVENTS 2017

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

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

APRIL Wednesday 5 th Weekend 22 nd – 23 rd	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Tablelands Weekend
MAY Wednesday 3 rd TBA	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Heritage Day, Townsville
JUNE Wednesday 7 th Sunday 11 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. ALL BRITISH DAY , Cathedral School, Townsville
July Wednesday 4 th TBA	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Airlie Beach Weekend/Car Show
August Wednesday 2 nd Sunday 27 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Charters Towers Community Day
September Wednesday 6 th Sunday 24 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Day Trip North – Herbert or further north?
October Wednesday 4 th Sunday 29 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. ABD Reviver, Giru
November Wednesday 1 st Saturday 25 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. AGM/Christmas Party

NOTES:

The above is only provisional, and is subject to change. As usual, we will inform members in good time before any events.

Other events will be added to our calendar as details become available, such as the Combined Clubs Swap Meet, car cruises/displays etc.

Sunday Runs: We will as usual 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.

Help me to fill this Magazine!

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



SOCIAL EVENTS



Our proposed Burdekin Day Trip was unfortunately cancelled due to the impending threat posed by Cyclone Debbie. In the event, Townsville was largely spared the ravages of any storm as the system tracked southwards, but certainly Airlie Beach and Bowen copped quite a beating. Our thoughts go out to all our fellow North Queenslanders who have been affected.

We hope to reschedule our Burdekin outing at some future date, but as result of the cancellation, we have no club social events to report on this month.



UPCOMING EVENTS



Weekend 22nd - 23rd April
Tablelands weekend

Planning is nearly complete on our Tablelands Weekend for this year. We'll be visiting Mareeba this time, and hopefully will catch up with some of our more northerly members.

I'm sure a number of us will make it a long weekend and aim to get up there on the Friday evening, but as usual, an email will be sent out closer to the time, and we'll try to follow up with phone calls to as many members as possible.

Please make a big effort to attend. Last year we had a hugely successful trip to Atherton, Herberton and surrounds, with 15 members, 4 guests and 11 Jags attending – let's try to do even better this year!



More Petrol Leaks

Alan Hames



The following article is a continuation of "A Word of Warning" published in our October 2016 magazine, and is reproduced here with kind permission from the author, ALAN HAMES, C.Eng., MICE, MCIHT
Alan is a multiple concours winner in UK, with his 1972 E Type V12 - AVV 1 - which he has owned from new.

A Second & Serious V12 'E' Type Petrol Leak and Fixing Procedure

Having so recently experienced and fixed one petrol leak, the last thing I was expecting was a second, but it seems that one thing leads to another! With the previously reported faulty carburettor linking tube fixed and being ready to take AVV 1 out, I was once again forestalled by a flat battery and the arising clatter of a starter motor solenoid with insufficient battery voltage to power the starter and turn over the engine. But luck was with me, as with a switched off ignition that had just sufficient power to run the petrol pump, I was again greeted by a very distinct smell of petrol. On lifting the bonnet, it was clear that this was not just a minor leak and was again located in the vicinity of the two nearside carburettors.

A quick inspection without any difficulty speedily localised the problem to the underside of the forward carburettor and it was clear that at least a small cupful of fuel had been deposited from somewhere beneath, immediately the fuel

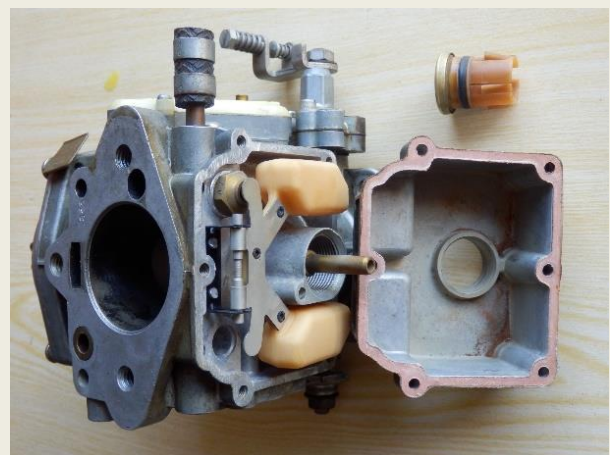
pump had engaged. If I had driven away, this serious leakage would have continued in a most dangerous fashion, as the float chamber was being continuously supplied with fuel under pressure.

A strip down of linkages, pipework, air cleaner box and the main petrol feed was therefore essential and proceeded with invaluable help from my son Ashley, who handed spanners and other tools to me to speed up the operation. The carburettor itself was not an easy removal, as one of the bottom retaining nuts is almost completely inaccessible and no spanner could shift it. However and by chance, an RAC patrol was fixing a car opposite my home and a call for assistance was happily answered. He too found the same problem, but not deterred cut one of his spanners in half to fit into the restricted area and with this successfully achieved the near impossible. His help clearly reinforced the value of being an RAC member and on leaving he donated the two spanner halves to me, to ensure that I would have no further difficulties. A cold drink for him on a hot day being the only cost - good old RAC!! A useful suggestion at this point, when taking so much apart, try to put an old towel in place under the work area to catch that elusive nut or bolt, which will inevitably escape the fingers and then find its way into an inaccessible corner. It certainly saved me on a series of occasions!!

With the one carburettor removed, it was then clear that the problem was located in the underside of the float chamber, which was awash with fuel. Dismantling soon found that the bottom sealing plug was spinning loose due to failure of the internal rubber sealing "O" ring, which had flattened and hardened. A call to my local Jaguar Distributor found, on this occasion, that this small and essential part is no longer listed by Jaguar, but once again my friendly man at S N G Barratt came to the rescue, with new parts delivered overnight, so not delaying the repair. With one faulty float chamber and so much dismantled, it was clear that both nearside Strombergs needed to be removed for a similar repair, which then followed. Later all four carburettors will have to receive the same treatment, as the likelihood is that all will subsequently suffer the same problem.



Carburettor Removal - Req'd. Cut Down Spanners



Carb. and Failed Float Chamber Base Plug

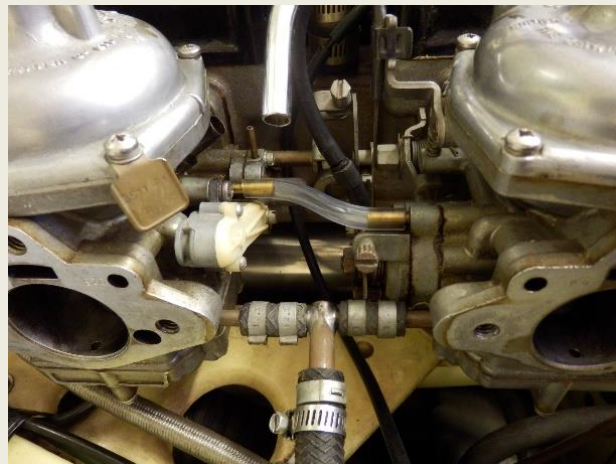
During reattachment of the float chamber bottom alloy casting, it was noticed that there was a fretted area on the external edge of the float chamber, which had extended to about half the casting thickness. This had arisen from the steel braided petrol return hose over the years touching and abrading the float chamber base. This was corrected by re-angling the braided pipe, but is another area that I suggest is inspected by all V12 'E' Type drivers, as over time this could wear a hole through the float chamber base.



Base of Float Chamber Fretted by Steel Braided Petrol Return Pipe

The subsequent reassembly of the carburettors onto the inlet manifold should have been straightforward, but be sure not to do as I did and attempt this one carburettor at a time!! You will then find that the central linkage mechanism will not allow reconnection together if one carburettor has been independently refitted onto the inlet manifold. So be sure to remove the pair and preassemble both carburettors on the bench to join the linkages and then fit the pair as a single unit. I will be sure not to waste time in this manner, when I repeat the process on the offside pair!!

With the major leak now resolved and all apparently well, the ignition key was turned and the petrol pump kicked in. But, being by now so aware that one leak seems to lead to another, a further inspection was made before firing up the engine. A good move, as the bottom main fuel linkage, via a Tee piece to the two float chambers, was leaking on both sides. An easy diagnosis determined that the now 44-year-old four crimp connectors on the two rubber tubes had all loosened, requiring either a recrimping, or the substitution of four new small jubilee clips. (I was happily able to manage a careful recrimp of the original clamps.)



Left & Right Petrol Feed Rubber Tubes Crimped onto T Piece & Causing a Third Leakage

With all systems now functioning and no other petrol leakages, (third time lucky?), I am now looking forward to being able to drive my car, possibly without the fuel and oil smells that have for years been noticeable in the car on any trip? It is clear that leaks have been an undetected problem for a considerable time and maybe now when I drive AVV 1, it will be without the evident smell of fuel and oil on me and my clothes, which we all seem to think is part of driving an older classic car? Only time will tell and could perhaps solve the same annoying smell reported by so many other V12 'E' Type drivers - **and my wife!!!**

Once again, if this has happened to me, then all you V12 E Type drivers need to check out your carbs!!!



This article was written several days before Cyclone Debbie.

Last week I was returning home from a visit to North Queensland Trimming where I had the windscreen trim properly installed on the Mark 10 when, arriving home at around 1pm, I turned into my driveway and on a whim, decided to take the scenic route round the garden to the shed. The grass was green, the sun shining, sky was blue – what is there not to love about Far North Queensland? Unbeknownst to me, the lush green grass was hiding a hidden bog! As Prince Caspian wafted past the study window, I felt myself losing traction, and heard the unmistakeable squelching sound of water rushing from the tyres, and there I was, sitting regally in a stationary car, back wheels spinning and spraying mud backwards!



Remembering the immortal line from *A Hitchhikers Guide to the Galaxy* “DON’T PANIC”, I did the traditional thing, and repaired to the kitchen, made a cup of tea, and tried to think my way out of this predicament.

With the bare bones of a strategy in place, and suitably refreshed with the Earl Grey, I optimistically returned to the car and tried to free the drive wheels by gently reversing – only to start sinking deeper into the mire. Plan A wasn’t working, what about Plan B? I know! Door-mats, planks of wood, anything I can put under the car to give the wheels some grip.....nah!

At around 2:30 my neighbour Dave surfaced from his afternoon nap and re-assuredly chirped “No Problem”. Bringing in his Land Cruiser, snatch ropes and son Andy, we proceeded to hook up the car – from the front, because there are no suitable anchor points on the rear since I removed the rather ugly after-market tow hitch last year. With a confident wave of his hand, Dave took up the strain - and one of the snatch ropes promptly snapped and sailed through the air. That repaired, we tried again, and all 4 of the Cruiser wheels started spinning, cascading mud on the closest standing onlooker – me!

By this time I was getting a little despondent, and phoned RACQ to see if they could help. I patiently explained my situation, and could easily detect giggles from the other end! But yes, help was despatched, but would take up to 90 minutes to arrive. Thanks – but what’s that I see on the front of the Land Cruiser? Yes, it’s a winch. I’m assured it works, but the switch has no effect on it. A quick phone call to another of Dave’s sons in Western Australia provided the clue, and the winch miraculously bursts into life. Optimistically connecting it to Prince Caspian, the behemoth slowly rises up out of the mud and inches forward. Yippee!

A sheepish call to RACQ managed to cancel the call-out and, 4½ hours after bogging down, a very muddy and sorry-looking Mark 10 skulked into the shed. I can’t bear to look at those once pristine whitewall tyres, but cleaning them up will have to wait – I can hear the beckoning call of a deliciously cold brown bottle..... Won’t be going that way again, at least for a while!



Note: A **mudlark** is someone who scavenges in river mud for items of value, a term used especially to describe those who scavenged this way in London during the late 18th and 19th centuries: *Oxford English Dictionary. Third edition, March 2003*



Sand-blasting cabinet

I now have access to a sand-blasting cabinet – a relatively small bench top unit that can accommodate items up to 60cm. So if any members want to go that one step further with their repairs, please contact me.

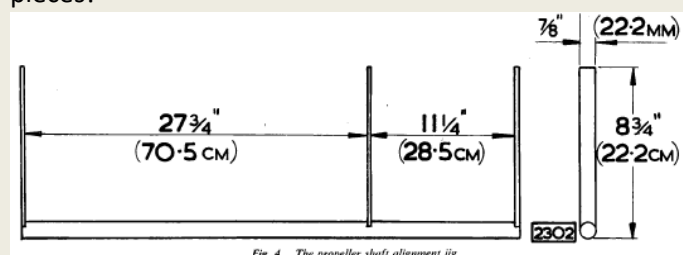


Drive shaft centre mount

Shortly after re-fitting the independent rear suspension on my Mark 10 over a year ago, I experienced an occasional “clunk”, seemingly from the rear end. Whenever this happened, my heart skipped a beat, but careful checking of all the IRS mountings and bushes could not reveal any loose fitting or bolt, until eventually I inspected the drive line, and, lo and behold, the rubber centre mounting on the split drive shaft was “soft”, causing the sagging drive shaft to hit the mounting plate on the underside of the floor.

I quickly ordered the correct parts, removed the drive shaft and dismantled the centre mounting. The bearing seemed ok to me so I didn't disturb it, just replaced the mounting. Re-installing the front drive shaft complete with the new mounting, was quite awkward, particularly as I was on my back under the car (no hoist!). The worst part was getting the bolts through the support bracket, grommets etc. with the required spacer washers, in the very limited space available – but I managed it in the end.

All's well so far, but now comes the tricky bit – lining up the mounting so the split shafts don't vibrate themselves to pieces!



The manual gives a drawing of the required jig – it looks a bit complicated, but with the help of a friend we managed to make the required tool out of aluminium bar and tubing.



Reading the workshop manual revealed that alignment of the mounting is achieved after releasing the rear engine mounting, the one found at the rear of the head – but, true to form, this mounting fell apart on removal, so a quick phone call sorted that one out. However, yet again, a relatively simple job got delayed.

Success! No more occasional clunking, and vibration free.

I know of at least 2 club XJ6s with the same clunking problem I experienced. Please feel free to contact me for the loan of the alignment jig, if you are brave enough to take the job on yourself.

XJS ski slope replacement

As a Christmas present to myself late last year, I bought a replacement ski slope for my 1989 XJS – but, following Russell Botha's advice, I opted for a hand painted one from the U.S. rather than an authentic veneer one.



The new one makes the old one look shabby

And I couldn't be happier with the result.



Fitted, and looking good.



JAGS FOR SALE



1977 XJS V12 Coupe (Pre H.E.) - offers?



I have a pre HE XJS for sale – I've run out of money! The car was last registered in 2010, and the engine was running 6 months ago, but hasn't run since. There is some body rust, around the windscreen and lower doors, but for the right buyer, this complete car could be a very worthwhile project – or a useful parts car.

I'm looking for offers around **\$1,500**

Please contact me, IAN REBGETZE 0429 604 368

1966 3.8 S (Classic S Type) – offers around \$10,000

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 carburettor recondition (it has twin 2" SU's). The bodywork and paintwork are good, but there is some rust spotting on the chrome work. The car needs a sensitive hand to restore it to the condition it deserves.



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

1974 XJ6 S2 4.2 – offers around \$2,500



This dark green early XJ6 S2, located in Rasmussen, has been owned by Edward's father for over 20 years, and his declining health means the car has to move on. It hasn't been registered for about 2 years, but apparently is a runner. The interior has been refurbished in the past, as has the motor, but the bodywork and



paintwork need attention. It may be more suitable as a parts car than as a project, but only closer inspection will tell.

If you're interested in this Townsville car, or want more info, please call Edward on **0407 628 307** or send an email edwardobrien@gmail.com

1986 XJ6 Sovereign and 1983/4 XJ6 Vanden Plas –\$3000 for both o.n.o.



For sale as a pair, is a 1986 XJ6 Sovereign and a 1983/4 XJ6 Vanden Plas. The Sovereign has a good body, and has had plenty of work done on it in the past, having been owned by Jeff Harris, and is a very good candidate for restoration. The Vanden Plas is probably more suitable as a donor car, with rust on the bodywork in the usual places. The interior and the seats are in good nick, with the driver's seat showing some signs of wear, and the car was a runner until quite recently. Located in Townsville.

Contact Jean Benton on 0401 871 726 for more details.

1994 XJ6 3.2l - \$5,900



British Racing Green, 230,000kms, Paintwork good, interior good, tyres good. Owners manual and service record.

A roadworthy certificate will be supplied. It is priced to sell at a very reasonable \$5,900. It's a very good deal for a buyer that wants a well-cared for car. This car is from an older seller who has cared for his car. Please contact Paul Snelgrove at Daintree Village Hideaway, on mobile 0423 603 667 or email daintreevillagehideaway@gmail.com



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

**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.

1999 S-Type V6 – Breaking for Spares

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

If you are interested, please call me on 0458 025 157, or email me, Jack Hebblewhite, on jacksparrow5643@yahoo.com.au



I still 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.

Oil filter XR823395

The club is offering a couple of oil filters to members, at a bargain price!

We were given 2 oil filters at the All British Day Reviver a couple of weeks ago. "For Jaguar XR823395 XR8E6714 AB"

According to my internet search, part number XR823395 is the oil filter for
V6 3 litre X-TYPE,
V6 3 litre S-TYPE,
XF,XJ
LandRover 4/V6



If you would like to have one of these oil filters, for a donation of **\$10 towards All British Day 2017**, please contact me – Nigel, on 0400 599 637.

Note: - it's up to you to ensure that the filter will actually suit your car!!



Tie rod ends - pair

I have a pair of tie rod ends, part numbers JC27974/JC27975 (sealed unit, no grease nipple), which supersede part numbers C23077/C23080 (with grease nipple). Suitable for Mark 10, Classic S Type, 420 and perhaps others. These were sent to me by mistake by JAG PRESTIGE SPARES - I had changed mine only a few months ago!

Cost me \$190 plus freight, **but yours for only \$156.**

Contact: Nigel Miller, 0400 599 637 or millwind@bigpond.net.au.

Cherished number plate JAG 682 - \$200

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

Gold lettering on a maroon background. Located in Townsville.

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

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



KEN ACE AUTO-AIR
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
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Fax: 4729 0762
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Mobile: 0412 610 655

Email: ddymock@bigpond.net.au

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