



# Northern Jaguar

April 2017 Edition



*An impressive line-up of Jaguars at the Coffee Works, Mareeba*



*Catching up with old and new friends at the International Club, Atherton*





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## PRESIDENT'S Report



Our Tablelands weekend was enjoyed thoroughly even though we had a smaller contingent than usual from Townsville. I know our city has fallen on hard times recently and it does cost a bit to leave town for a couple of nights. Hopefully we can get more support next time. I personally absolutely have enjoyed visiting our valued northern members on their own turf. Chris and I would have been there with bells on if it hadn't been for my medical condition. Monthly outings are enjoyed most when good planning goes into them, with new ideas and different places to visit and best with some heritage, community and motoring content. The Jags have to get out of their sheds - for all of us to enjoy, for the community to see, to promote our club, to take advantage of our club rego and of course get those cobwebs blown out of their big rumbling motors. Nigel came back with some good feedback from this trip and rest assured we will consider all concerns and initiatives and keep our great North Queensland Club together.

Our next event is Heritage Day on 21<sup>st</sup> May. We attended for the first time last year and was really enjoyed. Just the sort of event we need to be attending. It is a good opportunity to promote our club and show off our veteran Jags although all Jags are welcome. We meet up with our All British Day participating clubs and we hand out lots of our ABD flyers. It is a huge event organised by the Council and we will be sending out details shortly. We need some help setting up our site and club memorabilia etc. I am looking forward to attending and seeing our new gazebo and club banner.

My curiosity got the better of me the other day since we had not yet received any word from the Council about our ABD grant. Officially we will get an answer at the end of the first week in May. I was advised unofficially that ABD will be supported and we should expect about three quarters of our funding request. I hope to be well enough to attend and contribute on the day but am unable to do the physical work and running around I did last year. I am assembling a list of things still to do and we definitely need members to rise to the occasion and volunteers to help. We have more confirmation of Army support but haven't heard from the RSL Band. Our PR Wallah Kevin and I managed to drum up support from the Burdekin Car Show last weekend. We have a 1936 Rolls coming, never before seen at ABD. It looks to be a very big display this year.

*Joe Pannia.*  
President – JCCNQ Inc.

### MANGEMENT COMMITTEE

**PRESIDENT:** Joe Pannia



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**VICE PRESIDENTS** Nigel Miller  
Jim Bateman

**SECRETARY:** Jim Bateman

**TREASURER:** Jim Bateman

**EDITOR:** Nigel Miller



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**SOCIAL SECRETARY:**  
Chris Pannia

### CLUB APPOINTMENTS

**REGIONAL LIAISON FNQ:**  
Wendy Anderson

**MERCHANDISE** Jim Bateman

**FUND RAISING** Peter Dixon

**MEMBERSHIP** Nigel Miller



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## EDITOR'S Chit-Chat



### Get Well Soon

Most of you will know by now that our President, Joe, is currently undergoing treatment for a serious medical condition, and may be "out of action" for periods over the coming months. Our thoughts are with him and of course Chris over this difficult time, and we all wish Joe a speedy and, if possible, stress-free recovery. We look forward to seeing him fit and healthy as soon as possible.

### Cover photos

We had a section of the car park at Coffee Works in Mareeba, all to ourselves, so could park our cars in a row, allowing for a good photo-op.

Dinner at the International club was a festive affair, with 7 club members and 8 guests – and to cap it all, we even had a courtesy bus to collect us and take us home.....



### Newsletters from other car clubs

Because of my past and sometimes continuing association with other car clubs, I'm still on the mailing list for a couple of newsletters which may be of interest to members. The club also receives a copy of the TVVHMC magazine. If current club members would like to view any of these interesting publications, please contact me on: [millwind@bigpond.net.au](mailto:millwind@bigpond.net.au) and I'll add you to the distribution list. The newsletters I have access to include:

The Vintage and Classic Club of Zimbabwe

The Early Ford Car Club of South Africa

The Crankhandle Chronicle (The Crankhandle Club, South Africa)

The Running Board (Townsville Veteran Vintage & Historic Motor Club)

### Tablelands Weekend

All in all, our recent trip to Atherton/Mareeba was a huge success. I calculate that over the 2½ days we involved 11 club members, and met up with at least 14 guests, all with a passion for Jaguars! Thanks to Wendy Anderson and Roy Jaques who helped me to organise this great event. And thanks to all, members and guests, who contributed to a memorable weekend.

### Subscription time again

Yes, it's that time of year – again! Our membership year runs from 1<sup>st</sup> July to 30<sup>th</sup> June, and all current members will soon get a reminder email to renew their subscriptions for the coming year. As we did last year, the club will be offering an "early settlement discount" price of \$85 for all renewals received before the end of June, after which the full subscription cost of \$95 will be payable. \$10 saving doesn't sound a lot, but every little bit helps in these hard times, so please do your best.....



### Heritage Day – 21<sup>st</sup> May

Last year we had 9 Jaguar saloons on display at our first appearance at a Heritage Day display. Let's see if we can better that this year! And if you can't bring your Jag, bring along the family for a great day out! Entry is free, and there's lots of entertainment on offer, plus refreshments etc.

We hope to have our new gazebo ready for use on the day, so those of us with less hair on top can get some shade!!!! The gazebo is here, we're just waiting for the bespoke banner to be printed.

See you there!



# CALENDAR OF EVENTS 2017

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

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

<b>MAY</b> Wednesday 3 <sup>rd</sup> Sunday 21 <sup>st</sup>	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Heritage Day, Townsville
<b>JUNE</b> Wednesday 7 <sup>th</sup> Sunday 11 <sup>th</sup>	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. <b>ALL BRITISH DAY</b> , Cathedral School, Townsville
<b>July</b> Sunday 2 <sup>nd</sup> Wednesday 5 <sup>th</sup> Sunday 16 <sup>th</sup> TBA	Motoco RV Dam Fine Rally Open Day, Ross Park, Townsville. <u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Combined Clubs Swap Meet, Showgrounds, Townsville Airlie Beach Weekend/Car Show
<b>August</b> Wednesday 2 <sup>nd</sup> Sunday 27 <sup>th</sup>	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Charters Towers Community Day
<b>September</b> Wednesday 6 <sup>th</sup> TBA Sunday 24 <sup>th</sup>	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Burdekin Day Trip (rescheduled) Day Trip North – Herbert or further north?
<b>October</b> Wednesday 4 <sup>th</sup> Sunday 29 <sup>th</sup>	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. ABD Reviver, Giru
<b>November</b> Wednesday 1 <sup>st</sup> Saturday 25 <sup>th</sup>	<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](mailto:millwind@bigpond.net.au) – I’ll do my best to include it in our next Newsletter:- *Nigel Miller*





# SOCIAL EVENTS



Friday 21<sup>st</sup> – Sunday 23<sup>rd</sup> April  
Tablelands weekend

Nigel Miller

710 miles (1,143 kms) and an eye-watering 186.2 litres, an average of 16.3 litres/100kms (or 17.3mpg) – and Georgie, Lee's beloved XJS, performed flawlessly (almost). But I get ahead of myself.....

Only 3 cars set out from Townsville on Friday – Bob Ewington in his S-Type, me in Georgie, and Rick & Mary Vernon in their (wait for it.....) *Rav 4!* – sadly, their classic S Type was not ready as promised. Anyway, it was not a reason to bail out, so we set off, after a cup of coffee, for Cardwell, with the sun almost shining and the skies clear, but with some hint of rain in the air.



*Pit stop at Cardwell*

The journey from Cardwell to Innisfail was quite wet, as the heavens opened and gave us a taste of things to come on the Tablelands. We stopped to refuel Georgie – Bob put in 23 litres, I put in over 50 – and set off up the Palmerston Highway, in plenty of time to meet up with club member Peter Gaynor, or so I thought!! In the lead, and blindly relying on Google Maps for directions, I stopped using my brain cells at around the time I lost my GPS signal, so happily flew past the turnoff for Ravenshoe. Once we realised my mistake, we had lost around  $\frac{3}{4}$  of an hour, so rocked up at Peter's place at 3.45pm, just missing Roy Jaques, who had arrived on time to meet us at 3pm, but gave up and returned home.....



*Peter, with some of his large collection*

This wasn't however the only thing that didn't go right with my planning of this event. **Strike 1!**

Peter has an eclectic collection of 22 cars – including of course 5 Jaguars. All are reportedly running, and many are registered. Unfortunately his 1962 Mark 2 3.8 – which was rebuilt from boxes of parts some years ago – was away at the spray-painters for a new Old English White paint job. Peter, 83 years young, clearly loves his cars, and spends most days working on one or the other. He doesn't really have a favourite, and when asked how he chooses which one to drive on any given day, will happily say "whichever one has petrol!"



*Scander Nasser took over the hotel in 1930*

Because we were running late, we couldn't stay as long as we would have liked, so around 4.30 we set off for Atherton and the Big 4 Woodlands Park, where our rooms were waiting, and after settling in, we meandered into Atherton for dinner at the Barron Valley Hotel; established in the mid 1880's, it has been in the hands of the Nasser family since 1930. The dinner was excellent, and the free beer vouchers supplied by Woodlands, were welcome indeed!

On Saturday morning, David and Wendy Anderson and Jim Raw, in Jim's 1984 XJ6 Sovereign, arrived at about the same time as Warren Black, partner Carol and 2 guests, Bob & Robin Davis, in his (Warren's) lovely XJ12C, which promptly stalled in the entrance and had to be pushed away to safety for a jump start! We were all careful not to tempt fate by making fun – well, not too much anyway – and to be fair the car gave no further problems all weekend. So we set off, 4 Jags and one Jap\*, for the Mareeba Heritage Museum, where we met some more guests, Harvey and Kay Williams in their 1989 XJS.



*\*No disrespect intended*



Our guided tour of the museum was certainly an eye-opener. None of us, including most of the “locals” in our party - by now numbering 13 - was expecting such an imaginative and extensive display. Surely this must be one of the region’s best-kept secrets!! Our guide, well-known local Mary Thompson, was knowledgeable, informative and entertaining. As we were coming to the end of the tour, I was tapped on the shoulder by Peter Enright, who couldn’t join us, but came in to greet us while on the way to Paronella Park for lunch. Hope you had a great

lunch, Peter!

Lunch was across the road at the Coffee Works, where staff had roped off a section of their car park so we could park in a line – and as I was directing traffic, lining everyone up, along came a bright red E Type V12! Earl Church, a member of the Cairns & District Historic Vehicles Club, had heard only the night before of our event, and as he had only just completed his restoration, decided to drive up from Cairns to see what the fuss was about! Check out our cover photo.....

After an excellent lunch of open sandwiches, chicken kebab and salads, we took the Coffee World tour of their amazing coffee museum, including unlimited coffee and chocolate tasting, but soon it was time to set off for Julatten, about 45 minutes north of Mareeba, to visit Bill Moull and his Jaguar collection. I certainly wasn’t aware of Bill and his cars, and even Russell Botha, who lives less than a kilometre away, didn’t know him – but of course “locals” Warren and David spoke familiarly of him and his cars, so I assumed (*Never assume!!....*) they knew the way. I was in the lead with Roy Jaques navigating, Rick and Mary were behind me. Little did I know that we quickly lost the others who, knowing which road to take but not the house, drove past the driveway and toured the back streets of Julatten searching to no avail. I was not the only one to “assume”. Warren assumed David knew and David assumed Warren knew, so they were not worried when we disappeared in the dust..... **Strike**

**2!**



Bill has 3 Jaguars, a classic 3.8 S Type, and a Mark 1 and 2 under restoration, and has a setup at home which would be the envy of most of us. where the others had gone,



Wondering we filled up on tea and lamingtons – thanks Bill for your generous hospitality - and soon it was time to brave the numerous wallabies on the road back to Atherton, to get ready for our dinner at the International Club.



Dinner was certainly a festive affair, brightened by the arrival of Geoff Chovaux in his 1998 XK8 Convertible. Unfortunately I didn’t get a photo of his lovely car – it was getting dark and spitting with rain – but we’re happy you and Eve-Lyn joined us (see the cover photo). A great way to catch up with old friends, and to make new ones.....



The following morning was always going to be a bit of a rush. We had arranged to meet Andy and Helen Malcolm at their home in Mareeba, then get to Chilverton Cottages for morning tea and cakes by 10am, before we all set off for the drive home. If you think I'm heading for Strike 3 – you're dead right!!!!



Andy and Helen are both hugely enthusiastic about their Jags, which they are keeping as retirement projects – and they'll certainly be busy! I counted no less than 7 cars, including a Mark 10, 2 XJ6s, an XJ6C, a Mark 2 and 2 Daimler 250



V6s. Andy had a serious accident a while back, and that knocked him around a fair bit, but he certainly seems to be back up and running! And Helen, if anything, is even more enthusiastic than Andy, if that's possible. The Mark 10 may look unloved, parked outside in the paddock, but it's not! It's just waiting for another shed to be built!



Andy, receiving a presentation club coffee mug

We probably stayed a bit longer with Andy and Helen than we intended, and I certainly underestimated the distance between Julatten and Chilverton Cottages, and of course Georgie needed more fuel – so when we finally made an appearance, it was 10:45am, and Warren and Carol had been waiting there for three quarters of an hour! And, to cap it all, when I advised Gwen the day before that we were expecting 11 for tea, she understood we were arriving at 11. So, not only was I late, but I was early as well!!!!!!

**Strike 3.....**



Chilverton is such a lovely spot, and Bruce and Gwen are great fun, and clearly passionate about the place. It's always good to catch up with them, and it's always difficult to break away, but we had to, if we wanted to get back to Townsville at a reasonable hour, so around midday we said our goodbyes and it was back on the road.

About an hour into the drive home, we were flagged down by the police for a serious motorcycle accident that had caused the temporary closure of the Palmerston Highway. We stood around for twenty minutes or so, but concluded, quite rightly, that it would be best to find an alternative route home, so turned around towards Yungaburra to take the Gillies Highway through Gordonvale – adding about 1½ hours onto the journey. It was almost dark when I finally got home just after 6pm – and Rick and Mary only just made the 6:30pm ferry across to Magnetic Island. But we all had a wonderful outing to the Tablelands. Can't wait for next year!!!!

And, by the way, surely you're not blaming me for the delay coming home? Seriously? Oh well ..... it's only the depth that varies!

## Some interesting takes of the Mareeba Heritage Museum and Coffee World



## Fitting a Replacement Battery

Alan Hames



Replacing an obsolete battery with a replacement can pose challenges, as the following article, reproduced here with kind permission from the author, ALAN HAMES, *C.Eng., MICE, MCIHT*, points out.

Alan is a multiple concours winner in UK, with his 1972 E Type V12 - AVV 1 - which he has owned from new.

### Fitting of a new battery to the V12 "E" Type

#### Installation Problems with the substitute "Lucas 068 Battery" into a V12 'E' Type Jaguar

Over the years since 1971, when Lucas provided to Jaguar their red top and translucent cased "Pacemaker" battery, with their "one shot topping" system, times have changed and this battery has not been available for at least 30 years. The new battery, presently listed by Lucas as being the replacement for both the originally fitted Lucas "Pacemaker" and the subsequent "Lucas 088/4" battery on the V12 'E' Type, now presents we V12 owners with problems when fitting anew.

When attempting to fit the currently listed replacement Lucas battery to the V12 "E" Type, it will be found that the main casing is slightly larger than the original, which makes fitting into the below battery tray very difficult. Additionally, the battery top and terminals will not allow the fitting, as before, of the standard square retaining clamp, which has previously been located on a ledge, 20mm down from the top of the battery. As a result, the retainer when fitted at the top of the battery requires that the two retaining clamp rods both need to be extended by about **18mm**. The new battery top layout also repositions the two terminals at a higher level and the short positive lead and clamp, only just reach with some stretching.

The attached pictures of the original **Lucas 088/4** battery show the battery top layout with the lower fitting point of the square battery retainer clamp. Also the lower disposition of the two terminals can be seen.

Pictures of the new **Lucas 068** battery show the square battery retainer, now fitted directly to the battery top, which is then about **20mm** higher than original. As will be seen, this both traps the battery lifting handles, (not really an



issue, as to lift the battery the clamp would always be first removed), but with the retainer in place this does cover the two top of battery venting holes. (Hopefully not an issue?)

The following are measurements for comparison of the main dimensions of both batteries, which will explain why there are problems with fitting this larger battery into a very restricted area: -

**Battery Dimensions & the Arising Problems:**

**1. Earlier Lucas 4 Supreme 088/4: (Bar Code: 5..012445 816288)**

Length: **247mm**; Width: **165/170mm**; Height: **181mm / 202mm**

**2. Current Lucas 068 Premium:**

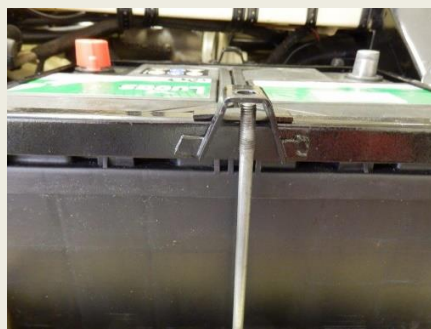
Length: **255mm**; Width: **175mm** Height: **200mm + terminal post 20mm**

The attached pictures make clear why the new **Lucas 068** battery, due to the longer casing length of **+ 8mm** and with greater width of **+ 5mm**, does not allow it to sit down into the battery tray.

Also the **Lucas 068** battery, being **20mm** higher, the retainer rods are now approx. **18mm** short.



**Lucas Original 088/4 Battery - In Tray**



**Lucas New 068 Battery - Short Fixing Clamps**



**Lucas New 068 Battery - Not Fitting in Tray**



**Lucas New 068 Battery - Shaved off Corners**

**Rectification measures to fit the presently available substitute Lucas 068 battery:**

Following finding problems with the new battery and assuming that there was no alternative battery to match the original, attempts were made to resolve the problem using the provided **Lucas 068** battery:-

- 1. Jaguar Battery Tray:** The problem with fitting into the battery tray, after some thought I managed to overcome by trimming off the plastic corners of the protruding and redundant battery bottom clamping system. This

then allows the larger casing of the **Lucas 068** to fit, (now very tightly), into the now available plastic battery tray and just between the two internal bulkheads. If, however, it is found possible to obtain the original Jaguar fitted metal battery tray, (No C36165), then although still a tight fit, it appears likely that the trimming of the battery corners may not be necessary.

**(Trimming of battery corners must be done with great care to ensure the main casing is not damaged)**

2. **Jaguar Battery Retainer Rods:** These, being both approximately 18mm short, I sourced two longer retainers from 'Barratts'. These have just allowed the safe clamping in place of the battery.



**Lucas New 068 Battery - Just Fitting into Tray**

**Lucas 068 Battery Installed - Longer Fixing Rods**

As can be seen, I believe that I have managed to make adjustments to the battery and the retainers, that now allows fitting of the, "off the shelf", Lucas 068 battery as sent to me. However, it is clear that the fitting of this battery does require some help and guidance to anyone new to the problem.

If Lucas can be prevailed upon to remanufacture either the original "**Pacemaker**" battery, or the "**Supreme 088/4**" battery, this I am sure would be much appreciated by many V12 'E' Type drivers in the "JDC".



**Original Jaguar V12 'E' Type Lucas "Pacemaker" Battery Shattered after Explosion**

Finally, a word of warning when working near a battery when "on-charge", as this is what happened to an original Lucas "Pacemaker" battery when a short occurred causing a spark. The ensuing explosion at the time was catastrophic, with battery parts and acid everywhere!!! Take care.





## XJS - water leaks

Ever since I bought my car, I've had water drips in the footwell when turning a corner after the aircon has been on for a while. The problem not limited to, but is noticeably more severe when it's raining. It started off as a minor bugbear and has now become a major annoyance so it's time to do something about it – the carpet smells!

One of the common causes of water dripping into the footwell of an XJS is a little off-beat. The windscreen wiper motor is mounted under the grill just in front of the windscreen, and has a plastic protective shield that, over time, can deteriorate, crumble, and block the rainwater drains below the wiper cavity. With no avenue for escape, the water will tend to sit in the compartment, and when cornering, travel to one side of the cavity and flow into the void behind the firewall, dripping into the footwell. So, here goes.....Removal of the grill and wiper motor was straightforward once I had taken off the wiper arms. The 2 nuts closest to the windscreen can sometimes be a problem as the bolt thread is held in a rubber mounting which sometimes disintegrates, but in my case, no problem. Tilting the grill forward, I unplugged the unit from its electrical socket, disengaged the water hose, and the whole assembly comes away, revealing a very dirty cavity, but with no obvious drain hole blockage. I cleaned out the cavity and, just to be sure, removed and checked the two drain pipes, which end in a 90° elbow and void into the wheel arches. The water hose connecting the windscreen washers to the reservoir in the front wing just behind the headlight was in a bad way - not cracked, but very dirty and hard, so I replaced it - with 4mm washer vacuum hose, not 3/16" as was original. One thing to be careful of, there is a non-return valve on the hose; mine seemed to be blocked, no matter how hard I tried to blow through either end. I took a chance and refitted it, and it works perfectly! Obviously I don't blow hard enough! But be sure to reinstall it the correct way round.



While I had access to the washer reservoir, I disconnected the headlight washer pump. Solving the electrical issues with the headlight wiper/washer has proven too hard for me and for an auto-electrician.

Inspecting the grill/motor assembly on the workbench revealed that the plastic motor cover was intact, as were the two plastic shields on either side, so I contented myself with cleaning and lubricating all the moving joints. Reassembly was, as they say, the reverse of the above. While I haven't fully tested the footwell leak, which was the reason behind the whole exercise, my feet have remained dry up to now, and the washers now work.

The windscreen wipers still won't park correctly.

**(Update: Now fully tested on the road to the Tablelands and back – and the aircon still leaks onto the feet!!!. Some days are diamond, and some days are stone.....)**

## Bailey Channel

I'm looking for some help!



The "full body rubber kit" for my 1965 Mark 10, sourced from UK, did not include the window channel pieces, known as Bailey Channel. I've removed the rubber strips from my driver's door, the old ones are complete, but quite distorted and brittle so they need replacing. They fit into channels in the window frame, and are flocked rubber to allow the window to slide up and down – but all 3 frame channels, forward, rear and upper, are of different widths. The suppliers I've contacted so far say they normally supply the same strip for all 3

positions – but they are clearly not the same.

Has anyone else come across this problem? How did you solve it? And where did you get the correct rubbers from?





## 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 3<sup>rd</sup> owner, and the car has been unregistered since 2005, but was last run about 2½ years ago.



The red leather upholstery and the woodwork are in good condition, but it needs at least a full body rubber kit, tyres, battery, and a 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.

### 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 3.2i - \$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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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**  
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A.B.N. 64 838 514 791  
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SERENE VALLEY, Q. 4816.  
FAX: (07) 4780 4679  
MOBILE: 0407 804 679

## JAG Prestige Spares, Melbourne

An account has been established for the Jaguar Car Club NQ to enable members to purchase parts at a competitive rate. **Account number: 14387** When ordering parts, phone **1800 337 379 (Freecall)** or **03 9870 0542 (Spare Parts direct)** and ask for Phil.

He will process your order under this account, you will be required to pay by credit card. If Phil is not available, place your order and ask for the order to be referred to Phil.

Alternatively Email Phil Pietsch at [phil@jagspares.biz](mailto:phil@jagspares.biz)

If visiting Melbourne you are welcome to call in at..... 52 Palmerston East Road, Ringwood. Business Hours: Mon to Fri 8:30am – 5:30pm Sat 9:00am – 2:00pm



Also **JAG Prestige Service**, 7 Eugene Terrace, Ringwood, Melbourne 3134 PH:03 9870 8280 If you are in need of a vehicle inspection before purchase etc. please contact Herb or Phil for a quote.

## Businesses recommended by Club Members

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

### DYNOLINK AUTOMOTIVE

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

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

- 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](mailto:ddymock@bigpond.net.au)  
2 Hogan Street  
Stuart QLD 4811

### **Dymock's Mechanical**

2 Hogan St, Stuart, Townsville QLD 4811

for Roadworthy checks and repairs

Contact David: Ph 4729 1222 & Fax: 4729 0762

Mobile: 0412 610 655

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

**TOWNSVILLE BRAKE & WHEEL ALIGNMENT CENTRE PTY LTD.**  
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