



Northern Jaguar

September 2017 Edition

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PRESIDENT'S Report



Our All British Day Reviver to Giru is coming up at the end of the month on Sunday 29th October. It was a great success last year and so this year, by popular demand we are holding it again. I truly believe that the absolute best thing our club does is host ABD, and we are holding this reviver to promote ABD and keep the spirit of All British Day alive. What a great honour it is for our small club to do this. I have been a very enthusiastic supporter of ABD and have been involved in it since we started at the Cathedral School in 1999, that's 18 ABD's in a row - and I love it. Still! And I want it to become bigger and better and a more successful event each year. We plan to group at the Stuart Hotel mid-morning and leave in convoy to Giru via Woodstock for a BBQ lunch at the Giru Hotel. Most of our ABD participating clubs supporters and sponsors are attending. It will be a huge cruise, British cars and bikes are preferred but all others are most welcome too. Let's make it happen!

Our AGM and Christmas party have been organised and will be held at Mecure Inn in Townsville. We alternate it in and out of town each year to suit our regional members. Hope to get a high roll up for the in-town event so please put Saturday 25th November in your diary.

The northern trip last weekend went well with the club congregating at Ron and Wendy's place at Bingil Bay on Sunday morning. Ron's many projects were great to see and it was very humbling to speak to such an enthusiastic and informed restorer. We had a good rollup for our Car Display Sign photo shoot and several members went to dinner afterwards which was fun. The Bob Jane print ABD promotion last Sunday at the Willows went very well. Hope to see some of you for a cruise to the Hervey Range tearooms this Sunday morning. We are also organizing a Saturday night dinner in mid-October. We've had oodles on lately!

Joe Pannia
President – JCCNQ Inc.

MANGEMENT COMMITTEE

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CLUB APPOINTMENTS

REGIONAL LIAISON FNQ:
Wendy Anderson

MERCHANDISE Jim Bateman

FUND RAISING Peter Dixon

MEMBERSHIP Nigel Miller



PO Box 3830
Hermit Park,
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EDITOR'S Chit-Chat



Cover photo

This month's main photo is an interesting view of the 4.2 XK motor with triple HD8 SU's, belonging to Ron Byrnes' Series 1 "E" Type – hopefully not too far away from getting back on the road after a rest of around 12 years..... Bottom left is a hungry mob devouring tea and cakes at Ron's place in Bingil Bay, near Mission Beach; and bottom right is members lunching at Milla Milla pub in the Atherton Tablelands.

Welcome to the Club

A very warm welcome to our club to Peter & Cheryl Ridd. They have owned their blue 1962 Mark 2 2.4 for many years, along with other interesting British models such as a 1954 Humber FV1600 ute and a 1957 Series 1 soft-top Landrover.



Club Membership Cards

If you haven't already received yours, Membership Cards for the current year to 30th June 2018 will be available for collection by Townsville members, at the next Members' Meeting at the Robert Towns Hotel on Wednesday 4th October.

Car badges



Our car badges have finally arrived, and are every bit as good as we hoped! Gold-plated, enamel filled, 75mm diameter with 2 fixing holes, and at only \$30 each for club members, they represent great value, and will look good on all of our cars! These badges are sure to sell, so get in quick before it's too late! We only have a limited number.....



A Milestone

Taking Prince Caspian, my Mark 10, out for a 50km spin around the block a couple of weekends ago, I was struck by how close I was to "going round the clock". Only a few hundred miles left before the old style odometer (with only 5 digits) resets itself to zero. It's probably true to say that attitudes to clocking back the odometer were slightly more relaxed 50 years ago than they are now – but judging from the fairly extensive history I have on Caspian, I'm convinced the mileage is genuine, and that this is still the first time around.

Not sure how I'll deal with the mental trauma of this momentous upcoming event, but I suspect a glass of red might be involved.....

Jags For Sale

A "Jags For Sale" section has been a feature of our club magazine for many years, and I always actively seek out suitable vehicles from rumours, tip-offs etc. BUT – I'm running out of cars to sell! If any member hears of a Jaguar for sale that may be of interest, please let me know so I can follow it up, and if necessary get the owner's permission to include it. It doesn't matter if the seller is not a club member – this is a FREE service for our Club. Thanks!

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

October Sunday 1 st Wednesday 4 th Sunday 29 th	Sunday run to Hervey Range Tea Rooms <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.



Upcoming Events



Sunday 1st October

Sunday run to Hervey Range Tea Rooms

We have organised a short Sunday club run to Hervey Range Tea Rooms this weekend 1st October - an ideal opportunity to dust the cobwebs off that beautiful Jag in the garage and get some wind into the radiator grill!

This run has not featured on the club calendar, and is very much a last minute idea - nevertheless, we would love to see as many of you as possible.

The itinerary is short and sweet! I expect we will all be back home well before lunch..... and certainly long before the NRL Grand Final!!!!

- Meet up at Ross Dam at the bottom of Riverway Drive at 9:00am
- Set off for Hervey Range Tearooms at 9:30am
- Tea/coffee/cakes when we arrive.
- Leave when you want to.....

We already have several cars coming, and would like to get a few more; in fact, as many as possible!! There's even a rumour that a car not seen in public for several years may make an appearance.....

The Tea Rooms can get quite busy on weekends, but we have a table booked, so if you would like to attend, please call me on 0400 599 637 so I can make sure we have enough space at the table/s.

If you can't make it to Hervey Range, come along to Ross Dam anyway and say Hello - we'd love to catch up with you.

Sunday 29th October

ABD Reviver, Giru

This exciting event involves several clubs and an impressive number of cars and bikes, and is already very popular among regional enthusiasts. Details are still being finalised, and an itinerary will be sent out by email shortly, but please make a note in your diaries: NOT TO BE MISSED!

And don't forget – we will be drawing the Bob Jane Poster raffle at the Giru International Hotel.....

SEE YOU THERE!



Social Events



Friday 22nd – Sunday 24th September Chilverton Retreat - Tablelands

Nigel Miller

Lee and I set off from Townsville at around 9:am with the promise of a long hot drive to Chilverton - and the weather did not disappoint! As the only Townsville jag visiting the Tablelands, we could keep to our own timetable and not worry about the rest of the convoy.....

We took our time with leisurely stops at the top of the Cardwell range, Cardwell itself, Innisfail etc. We came across this lovely imaginative cafe kiosk in El Arish - guaranteed to encourage any car buff such as me to stop for a coffee!



We also saw a very nice Ford Anglia in Innisfail, but I was manoeuvring my way out of the petrol station (yes, I'm in the XJS so fill up frequently!) So I couldn't stop to take a picture.



We rocked in to the tranquillity of Chilverton just after [2:30](#). I had forgotten how peaceful and calming the place is. We were expected, but our arrival caused Gwen to fall off the steps she was standing on to clean windows! Luckily Gwen was more embarrassed than hurt.....



Russell and Claire made good time from Julatten, but Claire was already suffering from the beginnings of the dreaded flu, so she didn't join us for an after-dinner drink with hosts Bruce and Gwen, followed by a fairly noisy Prelim Grand Final. Not the best result for us Queenslanders (Broncos lost to the Storm) but enjoyable all the same.



Saturday loomed, and Claire was still under the weather, and with Lee resting I set off in solitary splendour to the Milla Milla pub to meet up with locals David and Wendy Anderson, and Bill and Julie Moull from Julatten - who arrived in style in their new purchase, a lovely X350 named Kitty. Sadly the Anderson Mark 2 is not yet back on the road, but we all enjoyed David's update on his long-term project to restore his XK120 - currently in Cairns having the bodywork rebuilt. Jim Raw had already sent his apologies - he's currently off "on safari" in Cape York.

Bill, I hope this inspires you to make inroads into your own Mark 2! - Ed.

Eventually the chatting had to stop - with Bill lamenting not bringing an overnight bag with him to join us the following day at Bingil Bay.....

Back at Chilverton it was time for a traditional barbie - too much meat, too few vegetables, and just enough red wine - where Russell regaled us of tales of his recent trip to South Africa/Zimbabwe/Zambia/Botswana. Seems like a highly successful "significant Birthday celebration was had!



Soon enough it was time to repair to the Chilverton Games Room for the Cowboys v Raiders Prelim GF. We were all anticipating a great game, but while our hopes were sky-high, it's fair to say our expectations were not quite so elevated! What a pleasure it was to be proven wrong. Yet another noisy night, followed by celebratory single malt scotch. Wow!

The following morning we said our goodbyes and set off at 7:45am, me with a slightly thick head, to meet up with David & Wendy in Milla Milla so we could drive down to Bingil Bay together. I'm happy to say I managed to navigate my way out of Chilverton without reversing into a tree (but that's another story, and not mine to tell.....)

Following David took us on a slight detour from our flight path, through South Johnstone, by-passing Innisfail altogether. Much more fun, and it even saved us a bit of time, so we arrived 15 minutes early at Ron Byrnes' place, so we waited for the Kurrimine Beach contingent to arrive. And we waited, and waited..... eventually we all met up – it seems that Cowboys celebrations were not confined to Chilverton!!

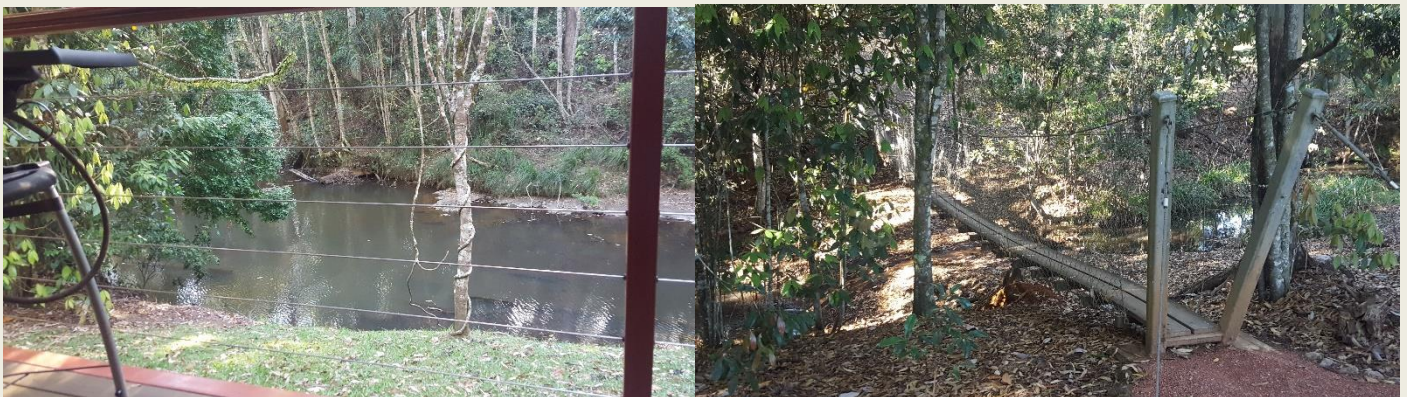


Ron was a superb host, plying us with tea, coffee, cakes etc, Wendy was away at work, so thanks for your hospitality Ron. Unfortunately Lee and I couldn't stay for too long, and wouldn't make it to Mission Beach for lunch, but I did get time to see Ron's lovely blue Series 1 E Type coupe that he has owned for 40 years. It's been off the road since 2005, but it's not too far away from being road-worthy again.



Ron is certainly a master restorer, with an impressive collection of historic cars. He has played host to the club several times over the last few years, but this was my first time – and I was not disappointed. Thanks Ron for sharing your passion with us. Can't wait to see our E Type back on the road, where it belongs.

All in all, the weekend was a resounding success, involving 16 members and 8 Jags (but not all in the same place at the same time). Not too shabby for our small, but enthusiastic club!



Saturday 23rd – Sunday 24th Kurrimine Beach Overnighter

Joe Pannia



Three Jags gathered under the rain tree which is our usual spot at the Yabulu Caltex service station when we go north, Jim in the black V8 X350 Ray in his British racing green Cobalt blue Kingfisher blue XJ40 and Chris and Joe in the white X351. We had a break in Ingham and checked out the town before shops closed, nice lunch at Cardwell by the sea

very cool and breezy and then booked into the King Reef Resort Kurrimine Beach with plenty of time to spare.

Ron and Wendy met up with us for dinner there, we got a great location for our dinner table right on the veranda of the resort looking out onto the Coral Sea. It was quite a party atmosphere with school holidays, kids playing on the grass and people everywhere and lots of anticipation for the Cowboys game that night. Dinner was very respectable except it did take a time to get there because the resort was so full. The whole place went crazy when the Cowboys scored tries and total pandemonium when they won. It was party time and total noise non-stop. I have had some quieter dinners but it was a good night. Some of us stayed till after midnight, it was fun.

We met up with Nigel and Lee and David and Wendy at Ron and Wendy's place at Bingil Bay the next morning as planned, *(Actually a little later than planned – see above! - Ed)* and Ron gave us an excellent smoko and then a very informative tour of his current restorations. The blue E-type that he's had for 40 years, a 1908 Fabrique Nationale and others. He had in the lounge room this time the wooden body of his 1926 Morris Boat Tail with the chassis and motor in the room next door and various other parts set out on the floor in another room. Ron has to be the most enthusiastic and informed restorer I have ever met and his knowledge of the cars and how he gets things done is unbelievable. If you can't find a part you find the drawings and make it yourself- fantastic.

We had lunch at Mission Beach Resort, very quiet compared to the night before and this time of year the tourists have mostly disappeared back down south. Lee wasn't feeling very well so Nigel left early and Jim was feeling a bit queasy after the big night out so left early as well. We had a relaxing drive home. Chris and I called in on family members at Ingham and got back just before dark. Very nice weekend, hope to get more members along next time. If you have never been to Kurrimine beach it's an absolutely beautiful place. Resort, Cabins and caravan park right on the beachfront, you couldn't ask for a more tropical seaside setting - absolutely fantastic.





Stepping out with the Pearly Queen – Part 1

Nigel Miller



My lovely 1966 3.4 "S" Type had its first (and only – so far!) public outing on 23rd July at Heritage Day, Townsville, and as soon as I got it home, I decided to embark on phase 1 of – not a rebuild, but a gentle refurbishment. I really can't help myself. I should know better.....



I knew little about the car when I bought it, except that it was a smart car, a good runner, but that it had some "issues" that needed to be sorted out to make it a reliable and easy drive, so I made a very rudimentary initial list, and jacked the car up for the first time on Monday 24th July – expecting to be driving again in a couple of weeks. Ha! Ha!

The 2 main issues were, the power steering didn't appear to be working – the wheel was very heavy and unresponsive, and oil was dripping from the box and the pump – and the brakes, while managing to stop the car in a straight line, are very hard work, requiring a strong right foot! Where's the servo? Lots of little issues as well, but these were the 2 big ones. First on the list – power steering.



The power steering pump is mounted on the back of the dynamo, which was difficult to remove (wrong mounting bolts), so I took off the exhaust manifolds and p/s reservoir, leaving the left side of the engine naked – so a good opportunity for a good clean up and a bit of paint. The old p/s hoses were not in good condition – and the feed hose from the reservoir to the pump was actually a water hose and very soft. Could my power steering fix be as simple as changing a collapsing hose? I couldn't rely on this being the only problem, and it's always better to try to fix things once rather than continually dismantle the same pieces time and again, so I took the pump

and a seal kit off to a local power steering specialist in the hope that he could identify any other issues, and bench-test – but I was sadly disappointed. The pump is "unrepairable" and they have no parts and no way of testing. I didn't accept this on face value – I'm no expert, but when I dismantled the pump on my workbench it looked in reasonable condition, so I started to look elsewhere. Phil at Jaguar Prestige Spares put me in touch with Alan Long in Melbourne, a retired aircraft engineer who specialises in automotive engineering solutions for our older cars. Alan was confident he could help so off went the pump. Several weeks later the pump had been fixed, bench-tested and returned.



The power steering pump mounted on the back of the dynamo, ready for refitting to the car.

While I was waiting, I made a start on the manifolds, attempting to remove the studs myself. I was spectacularly unsuccessful at this – I just don't have the facilities at home. A couple of studs broke off, so a friend offered to help remove them with an "easy-out". All this managed to achieve was a crack in the cast iron, so I gave up and handed the manifolds over to Trevor Sweeney at Northern Hard Surfacers for his magic touch.

Time on my hands now, waiting for the pump and manifolds, so what to do?

- Took off the old snail horns. They sounded like a sick frog! Ok for the roadworthy, but no street cred! Spent hours dismantling and cleaning them on the bench, trying to bring them up to scratch. Improvement, but still not good. Then I found a set from China for \$11 delivered! Fitted, rewired and working perfectly!
- Removed the sway bar. The cup washers securing the link rod rubbers had collapsed and the rubbers were showing their age. New rubbers, s/h link rods and cup washers secured from Jag Prestige Spares, sway bar and links powder-coated at Zapps, and all is ready for the road.



- Rear exhaust mounting rubbers were missing, so the exhaust must have been rattling for years. Couldn't find any new original ones anywhere, but got some metric poly bushes at Auto-One that I could adapt. No exhaust rattle in my future now!



- Dismantled the dynamo. All it needs is cleaning and tidying up. Brushes are good so didn't bother to fit new ones.

- The temp gauge had been reading very low – around C30°. The laser thermometer showed a normal reading of around C75° so I installed a new sender. Can't test until the car is back on the road.....



- Drained the engine oil and fitted a new filter.

- Still waiting, so just for fun I removed the radiator. Mounting rubbers are non-existent, and the drain taps are misaligned and blocked, so new rubbers and fibre washers fitted, after flushing out the radiator with a garden hose – using borehole water of course! I'm a responsible member of society..... While at it, I ordered a full hose kit.. The radiator hoses top and bottom are a very unique twisty shape so generic after-market hoses will not do the job.

All the required spares have arrived now, but no time to get the car back on the road before the end of the month – I must devote some time to putting the magazine together. Under Pressure!

So, to find out how things are progressing – tune in on the same channel, same time, next month.....

Trying to run an E Type on Diesel !!!!

Alan Hames

In Alan's own words "I attach not one of my usual "E" Type technical tips, but one that relates to my lack of attention at my local BP garage last week. It might be just something to give your Jaguar Club members a smile! Perhaps we all at one time or another have to admit to one of those "senior moments"??

I have written this one up as it appears in my car record book, that after 45 years is now 85 pages!!"

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

23rd June 2017: Refuel AVV 1 for the Weekend - "Misfuelled" having added 73 Litres of Diesel !!!!

476. With the first trip out this year after my enforced period of no driving due to hip and knee replacements the fuel level being then being on empty a trip to the local BP garage was made to fill with their 97 octane "Ultimate" petrol. Carefully together with shots of "Redex" and the special Ethyl Fuel Protector Additive were added and the 73 litres of Ultimate @ 125.9p/litre totalling £91.

The drive away was soon interrupted by much misfiring and within 150 metres, the engine failed and I coasted to a halt within an adjacent junction just off the main carriageway. Repeated attempts to restart were unsuccessful and a call was made to the RAC for their assistance. Then checking my receipt I at once knew of my silly error and the RAC called off their patrol and instead offered their **"Misfuelling Service"**, that unfortunately, as it was my error, is charged at £199.99. All I could do was request help. As I waited, three local very helpful people offered help and with no engine, they managed to push **AVV 1** into the adjacent Jenner Crescent and to a place of safety - there are still some good people around!

23rd June 2017: RAC Misfuelling Service - Patrol attended to AVV 1 on A508 in Northampton

477. Within less than an hour, the special RAC vehicle arrived, together with my local friend Andy Spittles who also arrived in response to my earlier message. The procedure then with the special equipment was to apply a suction tube into the petrol ("Diesel") tank via the fuel filler cap and draw out the offending 73 litres or thereabouts, as by that point the fuel lines and all four carburettors were fully filled with diesel. This I saw as being a problem, as with the four float chambers full of diesel a restart would be impossible, even with the fuel tank recharged with petrol. The answer turned out to be to disconnect the main fuel line in the engine compartment and apply the suction tube to this pipe and subsequently to detach the O/S and N/S carburettor feed pipes and so far as possible suction out the diesel from the four float chambers.

With perhaps 99% of the diesel now removed the RAC Patrol added about three gallons of petrol back into the fuel tank and asked that I operate the fuel pump to draw this through the system. With mostly petrol now in the system, an attempt to restart the engine was made, but to no avail, as some diesel was still contaminating the system and it was suggested that the diesel drawn through the engine could have washed the bores of oil and reduced the engine compression? To overcome the problem, two aerosol cans of high octane "Engine Starter" were applied at the same time to both of the air intake trumpets and after much trying and the emptying of both cans, the engine stuttered back into life. The ensuing revving of the engine produced large clouds of white smoke followed by black smoke, as it appears that we were burning off trapped diesel that had made its way into the silencer boxes.

With all now back in running order, the RAC patrol said that this was his fourth "misfuel" call that day (!!) and I was pleased to make the necessary £200 payment, together with £5 to him for his careful and professional help in solving my mistake. He did comment that my repair was much easier than an earlier Ferrari Dino that had taken him five hours to resolve!!

With the car now running, a return was made to the BP garage and this time a replacement refuel was carried out with the correct Ultimate grade 97-octane petrol. Today's fuelling errors have totalled nearly £400 !! I will try not to do this ever again!!!

25th June 2017: Draughton "Classic Cars & Village Fair"

478. Two days later, to celebrate my son Ashley's Birthday we all attended the Draughton annual Classic Car and Fete event that is only ten miles from home. About 40 cars attended with four E Types and various other veteran and classic cars. On arrival, the owner of a red and immaculate V12 E Type Roadster took me aside to thank me for saving him from a likely fire disaster with his car. It seems that my earlier Technical Tip in 'Jaguar Driver' warning of the faulty petrol tubes between the carburettors had prompted him to investigate, where he too found split pipes and a serious petrol leak over the exhaust manifold. It seems that my short 'stories' are proving to be of benefit to other E Type owners. As the day progressed, the event to benefit the church a splendidly organised day with a complimentary lunch for the driver and Angie as my passenger. This was one of the best buffets we have had provided, at even larger events. The lunch was followed with a "Ritz" style afternoon cream tea that was well worth the £10 pp charge. Following the 'misfuelling' problem, the car ran well today and I am pleased that it seems that all has now been resolved.

Glad to hear you're back up and running smoothly!! I too have done something similar in the past – putting premium fuel into a diesel VW (admittedly some years ago....). Thanks for sharing your "senior moment" with us. We all have them! -Ed



JAGS FOR SALE



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.

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 John Benton on 0401 871 726 for more details.

1998 XJ8 - \$6,500

Club member Travis Smith wants to clear the decks to buy an older model Jaguar, so is offering for sale a nice 1998 XJ8, Sports auto, New paint, new wheels & tyres, and in very good condition.



**Please call or sms
Travis on 0427 804 927
for further details.**





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



Belt \$20



Key Ring \$6

**FOR ALL CLUB MERCHANDISE,
INCLUDING MEN'S BELTS,
KEYRINGS ETC.
PHONE JIM BATEMAN 0448 569 191**



Our Club car badges are now available, at \$30 each. We only ordered 50 – and have already sold more than a quarter of them! If you'd like to add one to your badge collection, either on your car or on display on your shed wall,:

Call Nigel on 0400 599 637

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.

6" stone-guards for classic spotlights Sorry – the Lucas spotlights are SOLD!

Phone 0409 724 278



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.

Breaking for Spares

Ron Schilling has a S3 XJ6 available for parts. Ron is using the front and rear suspension units, and probably the seats, and the engine and gearbox have been sold, but pretty much everything else is available at very reasonable prices. Please contact Ron on 0412 456 365

Selling on behalf of the Club



Chrome taillight surround for XK8/XKR - \$75

S2 rear window and chrome strips



Original driver's handbook for Daimler Sovereign S3 - \$25



Contact Nigel on 0400 599 637 or email millwind@bigpond.net.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
i, 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
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Fax: 4729 0762
Email: ddymock@bigpond.net.au
2 Hogan Street
Stuart QLD 4811

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