



# Northern Jaguar

July 2017 Edition

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**HERITAGE DAY TOWNSVILLE 23rd July 2017**





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## PRESIDENT'S Report



It was very encouraging to have some good constructive feedback at our mid-year review. Members were generally very concerned that we conduct the club to suit the interests of all of our members and some good ideas were put forward. Our social events were seen to be on the right track with our efforts to have historical, heritage and motoring aspects always included. Less admin and more discussion / presentations on technical issues at meetings was a popular response. Incentives for members to attend meetings such as our generous all you can eat buffet with after meeting drinks, was seen to be a good idea also. Fewer issues of our NJ magazine to get members to come to meetings to find out what was going on in the club did not go over well, but apparently has been tried by other clubs. Bringing membership cards to meeting so members need to come along to pick them up will be tried for a couple of meetings but we will post out the local member cards in due course if they do accumulate. Some members wanted more casual events for example reviving our Sunday runs. We have been successfully promoting our club on our website and now on Facebook and I think this will help recruit more members. If you have any more suggestions please make your ideas known.

We have tried to emphasise in the past that we are a North Queensland Club as our name suggests and we must therefore try our best to cater for our regional members. Historically we were the Townsville Register of JDCQ but we changed this to North Queensland about a decade ago to reflect our wide coverage. We are careful to include in our annual events calendar as many out-of-town monthly trips as we can. Jags were built for highway cruising and it feels good to do a three to four hour drive without feeling too fatigued. It is really not much trouble to catch up with our regional members and we meet half way at times. We alternate our Christmas functions in an out of town every second year and our only other local main events are Australia Day, ABD and our ABD Reviver. We also try to give members financial incentives to attend events only when our regional members are present and we do reward our active members.

This time of year has been very busy with July and August having six events in quick succession over an eight week period. We have been also invited to attend Holden Day on August 12. Looking forward to our Airlie Beach trip which should be great. We are expecting a good roll up. Hope you aren't too evented out.

*Joe Pannia*  
President – JCCNQ Inc.

### MANGEMENT COMMITTEE

**PRESIDENT:** Joe Pannia



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Mob: 0409 270 971

**VICE PRESIDENTS** Nigel Miller  
Jim Bateman

**SECRETARY:** Jim Bateman

**TREASURER:** Nigel Miller

**EDITOR:** Nigel Miller



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



PO Box 3830  
Hermit Park,  
QLD 4812



[www.jagnq.com](http://www.jagnq.com)





## EDITOR'S Chit-Chat



### Cover photo

4 1960's saloons graced Heritage Day with their presence. Top: 3.4 "S" Type sandwiched by a white Mark 2 and a grey Mark 10; you can easily see the similarities between the rear ends of the Mark 10 and the scaled down "S". Below: Rick's BRG 3.8 "S" Type showing off a nice collection of car badges.

### Welcome to the Club

A very warm welcome to the club to Bill and Julie Moull of Julatten. Some of us visited Bill during our Tablelands Weekend in April – but not as many of us who set off to see him!!

Bill is currently in the early stages of a full rebuild on a Mark 1 and a Mark 2, but has a smart S Type to keep him interested.



Russell & Claire Botha (5 Jags at last count) live only 5kms away in Julatten – but Bill has only recently made contact. With 8 Jags between them, they should have a lot to talk about!!

Welcome to the club Bill and Julie. We look forward to catching up with you soon.

**STOP PRESS!** – The eagle-eyed among you may recognise the S Type, which made an appearance at Heritage Day showing off her new owner!

### Greetings from the Tablelands

Hi Nigel & the Townsville people,

Thank you for your courtesy copy of your mag. I am bitten at the bit, to get our gear up & running.

Thanks,

Helen & Andy Malcolm

*Flagging enthusiasm gets to us all sometime. It's good to know our magazine can help to restore it!  
Keep us up to date on your progress..... Nigel*

### Flying visit to the North

A couple of weeks ago I made a short visit to Julatten in our beautiful Tablelands, meeting up all too briefly with some of our more distant members, Bill & Julie Moull, Russell & Claire Botha, and Peter Enright in Cairns. It was great to catch up..... It seems a while since I have driven such a distance without a break, and after over 5 hours to Cairns (the dreaded roadworks!) I was getting a bit tired and scratchy, but as soon as I hit the Captain Cook Highway north of Palm Cove, that was all forgotten as I took in the fabulous scenery, winding road, golden beaches, sand, surf, hang-gliders etc. This is what it's all about, the sheer pleasure of driving a coastal road – and surely this one is one of the best!!

Anyone who hasn't yet driven between Cairns and Port Douglas – put it on your bucket list!!

### A Successful Sale

A few days before the Combined Club's Swap Meet at the Townsville Showgrounds, I was introduced to Andrew Augostis who was selling a lovely low mileage 2000 V8 S-Type. I invited him along to the Swap Meet to park amongst our club cars, to see if he could raise any interest. A few days after the event Andrew phoned me to thank the club for inviting him and for making him feel so welcome - and I'm happy to report that the car is now SOLD as a direct result of the Swap Meet, to a member of the public who appreciated the enticing line of Cats.

Keep in touch Andrew – you never know, we may be able to fix you up with another Jag soon!

### A Successful Purchase

A few weeks ago Joe told me he had been approached by Holden and Chevy enthusiast Ron Schilling who was looking for an XJ6 front and rear end for a project he's currently working on. I'm always looking for copy for the magazine, so thought to put a "wanted" ad towards the back pages. However, the more I thought about it, the more possibilities started to occur to me, so out came the trusty phone, and pretty soon I had several options which I put to Ron in an email. A day later, a deal was struck for a complete XJ6 S3 in Atherton, a non-registered non-runner with a recently overhauled engine in otherwise pretty good condition. The car is now in Townsville, and Ron has asked me to let everyone know the rest of the car is available to whoever needs it or any of the parts not needed for his project – including the engine.

Great to see another "satisfied customer"!! The club is always happy to help with all things Jaguar!

## A Rare Treat



– a 1971 S3 “E” Type. Both cars are in away from being re-registered for road relative “simplicity” of the engine the V12 compared with the spaghetti-HE version in my 1989 XJS!

Ken, we look forward to meeting up on Wednesday.

Last Sunday Garry Sellen and I took a short drive out to a neighbouring suburb to visit Ken Cryer, who had approached our club gazebo at Heritage Day. Ken has a soft spot for British cars, and is the proud owner of a Jensen Interceptor and – wait for it!



excellent condition and are only days use. I was particularly struck with the layout of the carburettor incarnation of like complication of the fuel-injected

with you at our next Members’ Meeting

## Members’ Register

The club maintains a register of all members and their cars – and as with any such listing, it’s only as useful as it is accurate. If your details have changed in any way - your address, your cars etc – please let me know on [millwind@bigpond.net.au](mailto:millwind@bigpond.net.au) so I can keep our register up to date. I found out recently, through completely independent sources, of a couple of club cars that have been passed on to new owners, but I’m sure there are many other changes that I’m not aware of.

We will be issuing an updated Membership List to all current members in the next month or so, so let’s try to make it as accurate as possible! And – THANK YOU in advance.....

## Fund-raising Raffle



If you haven’t already bought your ticket for our fund-raising raffle – there’s still plenty of time! The prize, as I’m sure you will all know by now, is a really magnificent signed and framed print of a Martin de Lang painting of Bob Jane’s racing 4.2 Mark 2, which he drove to great success in the early 1960’s. This piece of memorabilia will grace some lucky person’s man-shed (or indeed woman-shed!) shortly after the draw takes place on Sunday 29<sup>th</sup> October at the ABD Reviver at Giru.

## Subscriptions Due

There are still a few stragglers out there who have not yet renewed their club membership for this year. We will be contacting you over the next couple of weeks to give you another “gentle reminder”.

Please note that the discounted subscription for “early settlement” no longer applies, so the full annual fee of \$95 is payable.

**Preferred method:** By internet transfer to: **WESTPAC Bank, a/c JCCNQ, BSB 034-241 a/c 334568**. Please insert your name and/or membership number as reference.

*Cheers for now, and thanks for your co-operation.*



# 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>August</b> Wednesday 2 <sup>nd</sup> Saturday 5 <sup>th</sup> – Sunday 6 <sup>th</sup> Sunday 27 <sup>th</sup>	Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Airlie Beach Weekend/Car Show Charters Towers Community Day
<b>September</b> Wednesday 6 <sup>th</sup> TBA Sunday 24 <sup>th</sup>	Meeting 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>	Meeting 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>	Meeting 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.




**Townsville**

ALL HOLDEN AND GM DAY  
SHOW 'N' SHINE  
SWAP MEET & UTE MUSTER

12 AUGUST 2017 - TWILIGHT SHOW  
TOWNSVILLE SHOWGROUNDS  
ALL HOLDEN'S AND GM'S WELCOME!

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email: [secretary@townsvilleearlyholdenclub.com.au](mailto:secretary@townsvilleearlyholdenclub.com.au)  
Phones: Nathan 0499806998 or Jackie 0401097003

The flyer to the left may be of interest to members looking for an interesting day out.



# Social Events



**Saturday 1<sup>st</sup> July**

## Motoco RV Dam Fine Rally Open

Members and Jags at the Dam Fine Rally yesterday. Lots of fun and a good day out.



**Sunday 16<sup>th</sup> July**

## Combined Clubs Swap Meet

It was a beautiful crisp Sunday morning as I swung the Mark 10 into the Showgrounds, to find our new gazebo fully set up by 8:am. We had 8 Jags in a line – in nearly the same position as last year – and quickly the grounds filled up with display cars. Oh, and the sales stalls were well-stocked, with plenty of customers already.

**Nigel Miller**



Andrew Augustis joined us with his 2000 S Type V8, hoping to attract a buyer – and I must say the 2 X200s look really good together.



*I seemed to have more time this year to wander around the stalls looking for anything interesting – spotting a triple 2" SU carb setup from a Mark 10, complete with inlet manifold. I couldn't resist buying this limited edition 1:43 die-cast model of an XK120 – probably the closest I will ever get to owning one of these fine vehicles.*

*Joe found a copy of "JAGUAR" by Phillip Porter (1988) – an excellent book, and a large used leaper, possibly from a Mark V but without the radiator cap.*





Our club attracted plenty of attention – not surprising really – and we met a number of really interesting people, many of them regaling us with tales of cars, mainly Jags, both past and present.



It finally came time to dismantle the gazebo and pack everything up. It always surprises me how easy it is to “break camp” as opposed to setting it up!

All in all, a lovely day.

**Sunday 23<sup>rd</sup> July**

## **Heritage Day, Townsville (re-scheduled)**

(Joe): We had a dozen Jags or so and lots of members at Heritage Day yesterday. I think it was one of our really good events, very happy and interesting day with lots of displays showing history of Townsville it really brings back memories. There were lots of service clubs there with our familiar car and bike clubs. Food was quite good but a bit expensive I thought, although the free scones and jam being delivered to everybody all day was great to see and such a friendly gesture by the Council.



One of the best things was the live band there for the first time. I think the council has been to All

British Day and realised that the music in the background really makes a great day. Council can afford a live band - we get 4TTT for \$100! I loved it, the saxophone player was excellent. You should have seen our 80 year old larrikin Alan dancing with Chris when the band played Jackie De Shannon's hit When you walk in the room, if I had known he was going to go for so long I would've taken a photo if anybody took a shot please send it to me. A great day I hope you like the photos see you at the meeting next Wednesday.





(Nigel): Today was my first opportunity to take out my new acquisition – a 1966 3.4 “S” Type – for a spin to meet the public, while Garry (Sellen) agreed to chauffeur the Mark 10. It’s no secret that my inclinations and passions run to the



older Jags of the 60’s, so it was good to see Rick’s 1964 3.8 “S”, although it was a pity we couldn’t all line up together. But imagine my excitement when we were joined by a recently restored white 1964(?) Mark 2 driven by John Benton, whose father bought the car from new – so it is one of those rare beasts, a one-family car! I saw John’s car on his ramp a couple of months ago while it was being made roadworthy; it’s lovely to see another great car back on the road.....

All of our cars proved to be popular attractions– as is only right! – and I had the rare chance to take some intimate photos of Rick’s car, identifying a number of differences between the 2 models, some originating at the factory, while others are clearly the handwork of successive owners.



This was the club’s 2<sup>nd</sup> year at Heritage Day – let’s hope there will be many more!



## Upcoming Events



### Wednesday 2<sup>nd</sup> July

#### Members Meeting - Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville

Be sure to come along to what promises to be an informative meeting followed by a short talk by Jody Isidro, a mobile mechanic who specialises in automotive air-conditioning. I’m sure Jody will be happy to field questions and comments from the floor. Dinner and drinks from 6:pm, meeting is scheduled for 7:30 – 8:15, when Jody “takes the stand”.

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### Saturday 5<sup>th</sup> – Sunday 6<sup>th</sup> August

#### Airlie Beach Weekend/Car Show

Our plan is to meet at Bambini’s Café Fairfield early at 8AM Saturday morning for a quick coffee and head off in convoy before 8:30AM. The main attraction is the Revving the Reef Car Show (see flier attached) which runs from 10:AM to 3:PM. The trip is just over 3 hours and we should arrive in time to book into the Whitsunday on the Beach Motel, catch the car show, both in Main Street, and have a casual lunch at the Street Cafés during the show. We then see the Festival Parade at 4PM followed by the Street Party all night. We have booked at the much acclaimed La Tabella restaurant close to the motel at 7:PM.

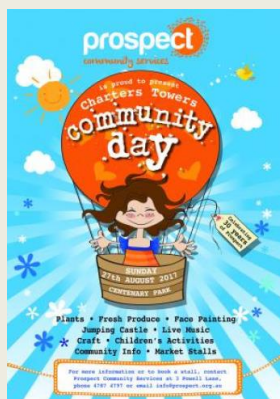
On Sunday morning breakfast is in Main Street, short drive to Lion’s Lookout at Shute Harbour to check the view and line-up the Jags for a photo shoot. We will then drop in to Wok and Woody’s place mid-morning on the way home and have a sumptuous lunch at the Grandview Hotel in Bowen. There is enough to do this trip to well and truly get you going for a great club event.

Details will be sent out to all members in a few days – but in the meantime please contact Joe on 0409 270 971 if you are interested in participating.



Sunday 27th August

## Charters Towers Community Day



Community Day is sponsored by the Charters Towers Neighbourhood Centre and is an exciting award winning free community event. The purpose is to promote community groups and provide activities. We attend this as a North Queensland based club with members in the Towers. We were made very welcome last year and members attending were very impressed. We would like people who could not make it last time to come along and enjoy this outing as well.

One of the activities is a car show and we can display our cars with the Towers Restorers Club. Almost every local service clubs is involved and the market stall area takes up most of Centenary Park. Always great bargains and there are lots of food stalls. It is a very memorable club day out and a good run for the Jags.

We all had a great time at this event last year – and one of our members even had a photo of his car taken by the Police in the Main Street!



## Technical Matters

Nigel Miller



Let There Be Light!

Alan Hames

Headlights on many older Jaguars do not measure up to modern standards. The following advice applies to multiple models, not just the “E” Type, 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.

### “E” Type Headlights & Night Time Driving



Since the launch of the ‘E’ Type back in **1961** right through to the final Series 3 V12 “E” Type up to **1975**, the headlight performance has always been, to say the least, sub-standard for a high performance sportscar.

From 1961, until the Series 1.5 open head lighted ‘E’ type in **1964**, the original design with the faired in lights behind the glass covers did little to enhance the feeble light from the **55-watt**, twin filament tungsten bulb sealed beam units and the collection of road dirt into the enclosed area did little to help.

The provision of sealed headlight units with such poor output continued until **1971**, when finally Jaguar gave the purchaser of a new V12 ‘E’ Type the opportunity to specify, as an optional extra, a pair of **Cibie “Biode”** Quartz Halogen headlights employing two **H1 55-watt** bulbs, these at a then listed price of **£50**.

Finally, there was a chance to make driving of our cars at night a little safer. However, as this option was to say the least very poorly listed and not promoted, very few Series 3 ‘E’ Types had these lights fitted and most will be found with the standard fit **55-watt** sealed beam units, which give little confidence at night. This particular headlight from Cibie I am sorry to say is no longer available, as back in **1976**, a fire at their main factory destroyed all the required mouldings, but thereafter there has been a similar Cibie unit available for replacement fitting. So at least this is still a possibility.

With the need for quality lighting, I looked into what possibility there was to improve the headlights on ‘E’ Types Series **1** to Series **3** and my staged upgrades, in my case for a Series 3, were achieved as follows:

1. Install 7inch Cibie “Biode” Quartz Halogen lights at **55-watts** dip and main: Original Light Output **x 2**
2. Install a relay that also powers the dipped beam when on main beam: Original Light Output **x 4**
3. Replace the two QH **55-watt** bulbs with the new plus **120%** bulbs: Original Light Output **x 8**

These upgrades when on Main Beam, the headlights will produce **8 times** the light output.

These upgrades on Dipped Beam, the headlights will produce **4 times** the light output.

Clearly, the original Jaguar fitted Cibie lights are not available, but there is a replacement unit that accepts a twin filament **H4** bulb and sidelight, which is presently listed as '**lode H4**' Part No.010.273 at £47.44+VAT. When ordering, dependent on which model 'E' Type is to be upgraded, check whether you need a headlight with a sidelight fitting. This is required on the Series 3 V12 'E' Type. However, I would recommend the use of new headlights that take two separate **55-watt H1** QH bulbs, as this would decrease the heat generated in a single bulb running at **110** watts and a lower running temperature will give longer bulb life.

**Upgrading my Headlight system - The following approach was adopted and details the procedure:-**

- 1. QH Lights:** To upgrade to new Quartz Halogen headlights, this is a reasonably simple task of removing the original headlights after unclipping the chromed outer trim/inner chromed bezel and substituting the new units. All that should be necessary is to ensure that the original nylon monoblock holding the three connectors is compatible. If not, then two new leads and connectors should be obtained with the new lights. The substitution to QH alone will at least **double the light output** on both dip and main beam.
- 2. Fit Switching Relay:** My second light output upgrade allows the main beam be powered in conjunction with dipped beam. This requires that a "**6RA**" relay be installed behind the dash central console, where the relevant dip and main beam wires are located. Fitting a relay allows power to be directed into the dipped beam circuitry, without this being passed through the headlight dipper switch and maintains separation of the two lighting circuits. It also ensures that this part of the dipper switch original circuitry carries just **110-watts** and is not overloaded by the **220-watts** that is now directed to the headlights. This procedure ensures that there is no increase of current in the existing cable harness, as the cable sizes will have been determined to suit the original requirements and a doubling of current can give rise to overheating. As a further safety issue, care is essential when fitting a relay behind the central console to switch the dipped beam together with the main beam, as all necessary connections must be fully insulated. With this upgrade in place, when on main beam the new **light output is once again doubled**.
- 3. High Output QH Bulbs:** The final better light upgrade is an easy installation, "off the shelf", using new **H4** twin filament QH bulbs '**Xenon Ultima**' that are rated at **+120%** of the light output of a standard **H4 55-watt** bulb. This final addition in conjunction with the other two upgrades, will lead to the above noted **4x or 8x the original light output**, which I am sure will be sufficient for all 'E' Type drivers at any speed.

Although there is a warning on new halogen bulb packaging, remember to take care not to touch the quartz glass tops of the bulbs, as this will contaminate the quartz and likely cause early bulb failure.

**During Headlights Upgrade Resolution of Electrical Problems:**

Changes to the electrical system in our cars, which are now all in the region of 50 years old, does draw attention to the need to check out all cables and connections, as over the years these will have deteriorated.

**i) Headlight Dash Rocker Switch:** In my case, the first problem I found was with the dash rocker switch. After 40 years of use, the switch had chosen to intermittently turn on the lights after all had been switched off, the result being a flat battery in the morning. The internals of the rocker mechanism is a spring loaded pin that makes the necessary contact and this had decided to fall apart. The only answer here is a straight replacement, as the internals will generally show signs of burning that makes the old switch useless. This is a reasonably simple process, after dropping down the hinged centre console and pulling the power leads off. The switch you will find is held in place by side plastic lugs that need prising inward, whilst pushing the switch backward – somewhat of a contortionist job from the driver's seat, but a new switch soon cures the problem.

**ii) Melted Cable Connector Blocks:** A further and more alarming problem was found on dismantling the two headlight assemblies, which as elsewhere had performed well, giving good service for many years. As the pictures will show, when I attempted to dismantle the terminal blocks from the back of the headlights, they were welded together with the bulbs. It



appears that over the years the contacts inside the nylon monoblock three-wire adaptors, had heated to the point where the nylon block had melted, fusing the bulb contacts inside. Luckily, there is nothing in the area that could have ignited and until found, the lights had continued with no problems. Clearly, some upgrade of the wiring was essential and after searching the internet, a new mono-block adaptor was located, but this time formed in ceramic. Substitution of this on both sides, as shown in the photographs, now appears to have both mended the fault and introduced a connector that will not be heat sensitive. As these connectors will carry in normal circumstances about 5 amps and with dip and main beam up to 10 amps, good connections are important. These headlight connector ceramic wired adaptors I have found are listed quite cheaply on the internet at approximately £3 each, under reference H4 9003.



Melted Nylon Connector & Bulb



New Ceramic Headlight Connector



Reconnected Headlight Wiring

**iii) Lucas Sealing Rings:** Pictures taken just prior to clipping on the final chrome bezel show a 7-inch shaped rubber wide flat ring, that seals the area behind the headlights. This was never offered or fitted from new by Jaguar, but is a Lucas part that I have been aware of since the 1960's and has been fitted to all my cars TR4, TR5, E Type Series 2 and for over 40 years to AVV 1 my V12 'E' Type. This is a dust sealing rubber that serves the purpose of stopping the internal build-up of debris from insects and road dirt, but additionally seals the rear headlight area from ingress of winter salty water. Over the years, with this fitted, I have never found rust to be a problem with the internal fittings, or the enclosed bonnet panels. Should you decide to fit dust sealing rings there is no current listing from Lucas, but they can be found listed on the internet @ £4.74.



Lucas Rubber Sealing Ring (552906)



Fitted Seal before Chrome Bezel



Finally Reassembled Headlight

The thoughts I have assembled over the years have worked well for me and I hope will give all you other 'E' Type drivers a chance to improve your driving experience. These alterations and improvements are discreet and will not detract from originality, even for those considering Concours events.

**Warning:** Take care to disconnect the battery before starting alterations to any wiring systems.

**Disclaimer:** I confirm that use of advice I have provided is without prejudice and at your own risk.



## JAGS FOR SALE



### 2003 X-Type 2.1ltr V6 - \$5,000 neg.



If you are interested in buying a low mileage (<123,000kms) Jag, please phone Russell on 0418 777 662. The car is located in Townsville.



### 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 John Benton on 0401 871 726 for more details.

### XJ6 Project



Spotted For Sale on Veales Road, Townsville; this XJ6 has been set up for a small block Chevy engine. Condition unknown, The number to call is **0448 391 934**.



## Rare XJ6 Coupé Project



One of the last few examples of this lovely car, located in Townsville.  
For details, phone Justin on 4725 8889 or 0417 722 300.



## 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**

## 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.

### Lucas Spotlights for sale \$200 the pair

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](mailto:millwind@bigpond.net.au).

### Breaking for Spares

As noted in Editor's Chit-Chat above, Ron Schilling has a S3 XJ6 available for parts. Ron is using the front and rear suspension units, and probably the seats, but pretty much everything else, including a good engine and gearbox, 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 - \$20

Contact Nigel on 0400 599 637 or email [millwind@bigpond.net.au](mailto: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  
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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](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

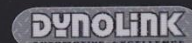
**www.dynolink.com.au**  
Garbutt, Townsville Qld 4814  
Ph 4755 0000 Fx 4775 3513 Em [info@dynolink.com.au](mailto:info@dynolink.com.au)  
Owned by Gina and Adrian Lovelock

### 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
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**DAVID DYMCK**  
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)

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