



Northern Jaguar

We are the Jag Lovers of North Queensland

www.jagnq.com

April 2019



CELEBRATING

50

YEARS OF THE XJ
Special Feature

One of two beautiful white 1950 Jaguar Mark V's owned by Travis and Lynette Smith, both are to feature in the All British Day Military Parade



PUBLISHED BY JAGUAR CAR CLUB OF NORTH QUEENSLAND TOWNSVILLE



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PRESIDENT'S Report



Good News everyone! The Council has approved our All British Day Grant Request in full, no restrictions this time. We can now go full steam ahead with our advertising campaign and host ABD again as a free community event. We have updated our Media Release and ABD Flyer to include the Council's generous support. We will have coverage on Triple M, Triple T, Townsville Bulletin and interviews on ABC Local radio. ABD is also advertised on [What's On Townsville](#), [Eventfinda](#), and many other sites via the Australian Tourism and Data Warehouse. There is a lot more happening this year, the Queen's Visit and Military Parade at 11AM is a highlight. Of course the British marques are as always the centrepiece of the show. We have our beautiful red Grille Badges to sell on the day for \$10 each.

We have again updated our Events Calendar to clarify how we are fulfilling our obligations under the TMR Special Interest Vehicle Scheme. This should clear up any misconceptions about Club Rego Rules for our Sunday Runs and Impromptu Events. There is also an extract of the updated Special Conditions in this NJ with a link to their website. TMR wants the clubs to manage the rules and sanction all events. Our Sunday Runs are on every weekend unless advised otherwise, including when calendared events are on, to cater for members who can't attend those club events.

The Sunday Runs are well patronised and much enjoyed. Our visit to the Townsville Museum went well and it was great to catch up with some North Queensland history. The Car Display at the Regis Aged Care was a huge hit despite the weather turning bad but the rain stayed away later on. Ten Jags ventured out to put on a good show. A fun day, breakfast provided for members and guests was very much appreciated.

We have our very popular run to Claredale to Lyndsay and Rina's cane farm for our "Car Show in the Country" in early April. Here's hoping that the weather holds out. As our name suggests we are a North Queensland club so we must venture out into our region a few times a year to catch up with members. Port Douglas was a regular destination in years past and members chose this great spot last meeting. Thanks to Wendy for doing a lot of the leg work. Russell and Claire have entered the TARGA Barrier Reef Tour again in 2019. It's in late August and we have put in on our calendar. It's a huge festival weekend in Cairns so we need to book early to get good lodging. It will be great to support both of them this year and we are looking forward to it.

Townsville is still recovering from the aftermath of the big flood but we are all slowly getting on. We have donated to the Council Flood Appeal and we are also running a raffle to give some more assistance to the many thousands of residents affected.

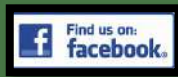

Joe Pannia
President JCCNQ (Inc.), 1st April 2019.



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www.jagncq.com



MANAGEMENT COMMITTEE

PRESIDENT:

Joe Pannia



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SECRETARY:

Ross Douglas



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TREASURER:

Joanne Feltham



SOCIAL SECRETARY:

Chris Pannia



NEWSLETTER EDITOR: COMMITTEE POSITIONS

Joe Pannia

| | |
|--------------|------------------------------|
| Jim Bateman | All British Day Co-ordinator |
| | Membership Officer |
| Nigel Miller | Sunday Run Co-ordinator |
| | Membership Registrar |
| Peter Ridd | All British Day Co-ordinator |
| Rick Vernon | Assistant Newsletter Editor |
| | All British Day Co-ordinator |
| Eddie Dystra | Social Events Co-ordinator |

CLUB APPOINTMENTS

| | |
|--------------------------|----------------|
| Northern Liaison Officer | Wendy Anderson |
| Fundraising Officer | Peter Dixon |
| Merchandise Officers | Nigel Miller |
| | Jim Bateman |
| | Joe Pannia |
| Website Co-ordinators | Bernie Holland |
| | Glenda Unwin |
| | Joe Pannia |
| Facebook Administrators | Nigel Miller |
| | Garry Sellen |
| | Joe Pannia |



CALENDAR of EVENTS 2019 JCCNQ (Inc.)



| | |
|---|--|
| January Sunday 6 th , 13 th , Thursday 17 th Sunday 20 th , Saturday 26 th , Sunday 27 th | Run to Frosty Mango, Run to Chill Parlour Ayr "Back to the Future" Car Display at Cathedral School Mundingburra Run to Odyssey The Strand Australia Day – Jezzine Park The Strand, Run to Puma Cluden (Australia Day BBQ rescheduled to 17 th Feb) |
| February Sunday 10 th Wednesday 6 th Sunday 17 th , 23 rd & 24 th | Run to North Shore Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville BBQ Townsville Recreational Boating Park Railway Estate, Forrest Beach Overnight & Day Trip |
| March Sunday 3 rd Wednesday 6 th Sunday 10 th , 17 th Sunday 24 th , 31 st Friday 29 th - Monday 1 st April | Invite to Townsville Museum Currajong Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Run to Hervey Range Heritage Tea Rooms, Run to Tumbetin Tea Rooms Annandale Car Display and Cruise Regis Aged Care Kirwan, Breakfast Run Weir School to Bushland Beach Tavern 2019 Jaguar National Rally – "Border Revival" at Albury Wodonga |
| April Wednesday 3 rd Sunday 7 th Sunday 14 th , 21 st Saturday 27 th & Sunday 28 th | Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Burdekin Day Trip Claredale Lunch at Townsville Yacht Club Plume St South Townsville, Sunday Run Weir School Port Douglas Overnight Trip |
| May Wednesday 1 st Friday 3 rd - Sunday 5 th Sunday 12 th , 19 th Sunday 26 th | Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Whitsunday Festival of Motoring, Sunday Run Weir School Run Weir School, Run Weir School ABD Promotion Willows Markets, Ingham Show 'N' Shine and Swap Meet |
| June Saturday 1 st Sunday 2nd Wednesday 5 th Sunday 9 th , 16 th Sunday 16 th , Saturday 29 th Friday 28 th - Monday 1 st July | All British Day Dinner All British Day, Cathedral School, Mundingburra Townsville Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Charters Towers Motor Show, Relics of the Range at Hervey Range Tea Rooms Heritage Day Anzac Park, Dam Fine Rally Ross Dam Park Townsville Display at Townsville Show (to be approved) |
| July Wednesday 3 rd Sunday 14 th Sunday 28 th | Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Combined Clubs Swap Meet Townsville Show Grounds Cyclones Show'n'Shine Jezzine Park |
| August Wednesday 7 th Saturday 3 rd - Sunday 4 th Sunday 25 th Friday 30 th - Sunday 1 st September | Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Airlie Beach Whitsunday Festival and Revving the Reef Car Show Charters Towers Community Day TARGA Great Barrier Reef Tour – Cairns Overnight |
| September Wednesday 4 th Sunday TBC Sunday 22 nd TBC | Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Run Weir School Car Display and Cruise Regis Aged Care Kirwan |
| October Wednesday 2 nd Sunday TBC Sunday 27th TBC | Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Ravenswood All British Day Reviver to Giru via Woodstock |
| November Wednesday 6 th Sunday TBC Sunday TBC Saturday TBC | Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Burdekin Machinery Display Cruise to Mingela for lunch Christmas Party Townsville |

Monthly General Meetings:

Time: Dinner 6:00PM. Meeting: 7.30PM on 1st Wednesday of the month except January and December. **Place:** Cluden Park Motor Inn, 6 University Rd Wulguru.

Rallies and Events:

Sunday Runs are held every Sunday morning including days when other club events are scheduled, to cater for members unable to attend calendared club events. Members meet at Weir State School Car Park Ross River Rd at 9AM unless otherwise advised. Sunday Runs are sanctioned by the club with official invitation to all members and by posting the event in social media on the JCCNQ Facebook Group Page. Impromptu Events involving one or more cars are sanctioned by the club on an individual case by case basis. **Refer to TMR website:** <https://www.qld.gov.au/transport/registration/fees/concession/special-interest>

This fulfils our obligations under Transport and Main Roads Special Interest Vehicle Scheme Regulations for cars with Concessional Registration.



EDITOR's Notes



Talk about floods and then drought. Last month we were overflowing with contributions, this time they have dried up and I have had to rely on our usual stalwarts for support. We have inserted some hyperlinks to various sites for anybody who wants additional information while they are reading a topic or to check out more photos by linking to the gallery on our website, which we have just upgraded to a professional version.

We have a Special Feature in this NJ to celebrate the 50th anniversary of the launch of the XJ. Our Jaguar [National Rally](#) has just ended and it celebrated both the XJ 50 years and the first National Rally held there.

The flood is still creating havoc for us. Dean at [Townsville Jaguar](#) is just under the pump so their promised input to NJ has been again deferred. It will be great to have contributions from our local Jaguar Dealership.

Cover Photo: Travis and Lynette Smith's Mark V, one of the ultimate iconic Jaguars of the classic era – the last model featuring a running board. The side profile is similar to the 1949 Silver Wraith Rolls Royce. Both white Mark V's will look the part following the Queens Rolls Royce in the All British Day 2019 Military Parade. Can't wait to see them there!

We had to wait for the Council Grant outcome before we published our All British Day Flyer and our Media Release. We have them in this NJ, [JCCNQ website](#) and also our [ABD Facebook page](#).

Our Coming events page has the Claredale and Port Douglas scheduled for the beginning and end of April. Hope the weather does hold out for us. We have inserted some more confirmed dates on our Events Calendar. Heritage Day has been shifted to Anzac Park on the Strand and rescheduled to mid-June. The [Barrier Reef TARGA](#) is in late August.

We had some pleasant Sunday Runs during March, the rain kept away. The trip to the Townsville Museum was well supported. Museums are a good place to visit on a rainy day. See some photos of our Car Display at the Kirwan Regis Aged Care in our website gallery by their professional photographer. That was a good morning out, members enjoyed supporting our local community.

Another case of the flood creating havoc for our NJ is Mary's promised member story on Jeff Harris. Rick has thankfully made a full recovery from that terrible meliodisis experience but Mary is still recovering from looking after Rick. Look forward to it next time!

Chris has got the Famous Jags segment up and running again. Found a list of Hollywood films featuring Jags, would you believe from a Los Angeles Jag Dealer. Apparently the first time appearance of a Jag in American film was the XK 150 in [Roadracers](#). Just a few fleeting but very good glimpses during a Grand Prix race but a sign of things to come. We continued with Jim's series on the concept cars and models and the Mark IX is featured. Nigel has some miscellaneous technical matters from various members and another report from Jag Central.

Hope you enjoy reading this NJ. Please check out some of the links. Cheers Joe.



This was the 370th XJ6 4.2 litre right-hand drive car. The colour is Sable, with Cinnamon interior trim. For the first two years of its life, it was the personal transport of Sir William Lyons, the Chairman of Jaguar Cars Limited. It was kept on the road until 1976 by which time it had done some 60,000 miles. It became part of the Jaguar Daimler Heritage Trust collection and was stored until 1994, when it was finally restored and put back in running order, with sponsorship and assistance from the Jaguar Enthusiasts' Club.

1968 Jaguar XJ6 Series 1 4.2 Litre - Sir William Lyons's car

A memento for our 50 year celebration of the XJ - photo courtesy [Jaguar Daimler Heritage Trust](#)



Coming Events



Day Trip to Claredale – Sunday 7th April 2019



By popular demand the club is again visiting our members Lyndsay and Rina Hall for another magnificent **Car Show in the Country**. Their collection of beautiful Jags was such a hit last year that members want to go again and those who missed out are also very keen to go along this time. We will have lunch once more at **Claredale Pastures**, the old Agricultural College site which is only a few minutes' drive from the Hall's cane farm.

Port Douglas Overnight Trip - 27th and 28th April 2019



We plan to stay at the **Port Douglas Motel** at **9 Davidson St**. There are double rooms available for us at \$125 per night, \$145 with a third person. **You can book online or call 4099 5248**. The motel has secure undercover parking. Rooms are all newly renovated.

We have booked our **Saturday night dinner at the Rattle and Hum** **38 Macrossan Street**, 5 minutes' walk from the motel. Standard Australian fare with main meals ranging from \$25 to \$30. Excellent seafood. The club will subsidise the dinner at \$20 per person.

The plan is to leave Townsville early Saturday morning and meet the Cairns/Tablelands members for light lunch in Cairns and shopping if members want. Members can travel up on Friday if they wish. **We are planning a possible cruise in the main street. We can attend the markets on Sunday morning.**





Hosted by Jaguar Car Club of North Queensland (Inc.)



Displays also by RAAF & 4th Regiment Museums, Rusty Riders, Townsville Diecast Club, Triumph Riders Group and more.....

ALL BRITISH DAY

FREE ENTRY

to a **DISPLAY** of British Vehicles and Machinery and more...



The Cathedral School
of St Anne & St James
TOWNSVILLE



SUPPORTED BY



Cathedral School

154 Ross River Rd, Mundingburra, Townsville

Sunday 2nd June 2019

10:00 AM – 2:00 PM

British Morning Tea & Lunch available at School Canteen

PUBLIC and DISABILITY PARKING in School Grounds

Enquiries Jag Club 0409 270 971

www.jagnq.com



All British Day Townsville 2019 - Media Release

CALLING ALL BRITISH VINTAGE, VETERAN, SPORTSCARS AND MOTORBIKES. At LEAST ONE HUNDRED AND FIFTY VEHICLES are displayed annually in a tropical setting around "The Lagoon" in the beautiful tropical grounds of The Cathedral School, 154 Ross River Road Mundingburra.

Also CALLING ALL THOSE INTERESTED IN STATIONARY ENGINES and any BRITISH MADE VEHICLES AND EQUIPMENT. The Machinery Preservationists have a historical WORKING DISPLAY which always attracts attention. We will have Rusty Riders Bicycles displaying vintage bicycles including a 1953 PHILLIPS BICYCLE, British sewing machines, British confectionery for sale in pounds and pence, model cars plus many others. ALL DISPLAYS MUST HAVE BEEN MADE by British manufacturers in England or elsewhere or have the majority of parts made in ENGLAND. It's our LOCAL BRITISH FESTIVAL, a piece of "OLD ENGLAND" here in Townsville with the BRITISH MARQUES the centrepiece of the show.

So now IT'S TIME again FOR.....ALL BRITISH DAY..... AT THE CATHEDRAL SCHOOL ON SUNDAY 2nd JUNE. All British Day was originally conceived to celebrate and preserve the history of the British Motor Industry - a triumph of ingenuity and engineering. Acquisition by various manufacturers over past decades led to the demise of many of the original OUTSTANDING MARQUES. The All British Day display showcases the marques still manufactured and also offers a rare opportunity to see these unique discontinued vehicles and machines, MANY PRESERVED METICULOUSLY BY THEIR ENTHUSIASTIC OWNERS.

This year's themes are again special to celebrate All THINGS BRITISH....and also this year HER MAJESTY QUEEN ELIZABETH II WILL BE PAYING A VERY WELCOME VISIT! The theme will be also MILITARY, begun to honour the centenary of World War 1 and is now ongoing. SEE displays from the RAAF museum, 4th Regiment Museum, AMAZING LAND ROVERS - some saw service in Vietnam FIFTY YEARS AGO. Landrover HAD MADE OVER 100,000 UNITS! Military Re-enactors will be there with a large display featuring an 1880's Townsville encampment, firing demonstrations and sporting pre-1900 red British Empire uniforms, NOW with newly acquired 1770's REDCOAT UNIFORMS. There will be a PARADE with the RSL PIPES and DRUMS BAND and a SCHOOL BAND with the RED COAT TROOPS acting as guard for the Queen chauffeured in a 1949 SILVER WRAITH ROLLS ROYCE, FOLLOWED BY THE ROYAL FAMILY IN TWO BEAUTIFUL MARK V JAGUARS! The bands will also play after the parade and the Townsville Academy of Performing Arts will do the Maypole Dance – HOW BRITISH CAN YOU GET! John BULL the TOWN CRYER will be there again to announce the events.....HEAR YE HEAR YE! and TripleT will site broadcast British music all day and for the first time WITH LIVE BROADCASTS INCLUDED.

ALL BRITISH DAY IS PROUDLY HOSTED BY THE JAGUAR CAR CLUB of NORTH QUEENSLAND since 1999 with the support of the CATHEDRAL SCHOOL and for the last four years also sponsored by TOWNSVILLE CITY COUNCIL. We invite the public, club members and their families and friends and likeminded people to EXPERIENCE A CERTAIN NOSTALGIA and to be enlightened, entertained and to enjoy some time together and provide an event for all to CELEBRATE THE TRADITION AND HISTORY OF THE BRITISH MOTOR INDUSTRY. LAST YEAR OVER 1000 ONLOOKERS inspected the displays around "The Lagoon" inspecting them MANY TIMES OVER. THERE IS A LOT TO SEE AT ALL BRITISH DAY INCLUDING DIE CAST cars and bikes by the Diecast Club and Townsville Collectables, and of course also the real JAGUARS, DAIMLERS, DENNIS FIRE ENGINE, BENTLEYS, ARMSTRONG-SIDLEYS, MORRIS, AUSTIN, RILEYS several ROLLS ROYCES, lots of MGs, and motorcycles NORTONS, TRIUMPHS, BSAS, ROYAL ENFIELDS, ARIELS and many other marques! A SPECIAL TREAT THIS TIME WITH A RESTORED BRISTOL LODEKKA LONDON DOUBLE DECKER BUS "TRANQUILO" – who wants a ride! There will be four awards provided for Best CAR, Best BIKE, Best DISPLAY and Best JAG.

THE GATES TO CATHEDRAL SCHOOL SWING OPEN AT 10 AM and close at 2PM. People wanting to display should contact the Jaguar Car Club and arrive before 9AM. FRESH FOOD INCLUDING ENGLISH DELIGHTS such as bangers and mash WILL BE IN THE SCHOOL CANTEEN AND DINING ROOM. BARISTA COFFEE will be provided and a WHIP ICECREAM van will be there. This will keep Mums and Dads and the kids happy – A GOOD FAMILY DAY NOT TO BE MISSED. And it is FREE ADMISSION AT ALL BRITISH DAY for the COMMUNITY and the DISPLAYS. See the ALL BRITISH DAY Flyer, Display Plan and Program for details and contacts.



Social Events



Visit to Townsville Museum – Sunday 3rd March

Joe Pannia



Our club was invited to visit the Townsville Museum at 1/27 Barbeler Street Currajong, behind the Ambulance Centre. There was a \$5 fee - \$2 entry and the Museum provided morning tea for \$3. It was usually closed Sundays but opened for our visit. Members enjoyed catching up with our local history. John and other volunteers were on hand to explain some of the many displays to us. You could spend hours reading about the displays and artefacts.



The Townsville Museum is the only museum whose displays are solely dedicated to the history of Townsville. Its collections extend into the North Queensland hinterland, and provides valuable resource material. Established in 1984 in the Magistrates Court building in Sturt Street, it moved to its present location in 2003.



Run to Tumbetin Tea Rooms – Sunday 17th March

Karen's friends Chris and Conan showed up in Chris's beautiful burgundy Daimler V8. Chris said he can't join the club just now but maybe one day. Good to see visitors show up to the runs, he is in our Facebook Group.





Great morning out at the Kirwan Regis Aged Care. 10 Jags, quite a lot of residents came down. Highlight was Jeff Harris taking one of the 99-year-old residents out for a spin in his red Daimler V8 really made her day. Everyone was happy to see the Jags. I think it was great to be there helping out our local community. See the video and more photos of the [Car Display at the Regis](#) on our website gallery. Photos on next page contributed by Kristina Johnson Photographer.





I'm still getting used to the change in our Northern Jaguar edition timing. I can't help but think of the version published at the end of February as being the February edition not the March edition! I'm sure I'll get it eventually. Anyway, I hope I have this right: in last month's March edition I covered our Sunday morning coffee runs for December and January, so for this one, the April edition, I'll cover February and March. That should bring us up to date.....

We had 2 coffee runs in February

Sunday 10th February

We met up as usual at the Weir School on Ross River Road, with the sun shining and the grass greening! Lee arrived with Lynne for her usual line-up inspection before we set off, and espied a cuddly Jaguar resting peacefully on Peter's rear parcel shelf. Hearing Lee's words of endearment, Peter, ever the gracious gentleman, reached inside, grabbed the unsuspecting mascot, and happily handed it over to a new and appreciative owner! Lee can't keep the smile off her face. Thanks a million Peter.

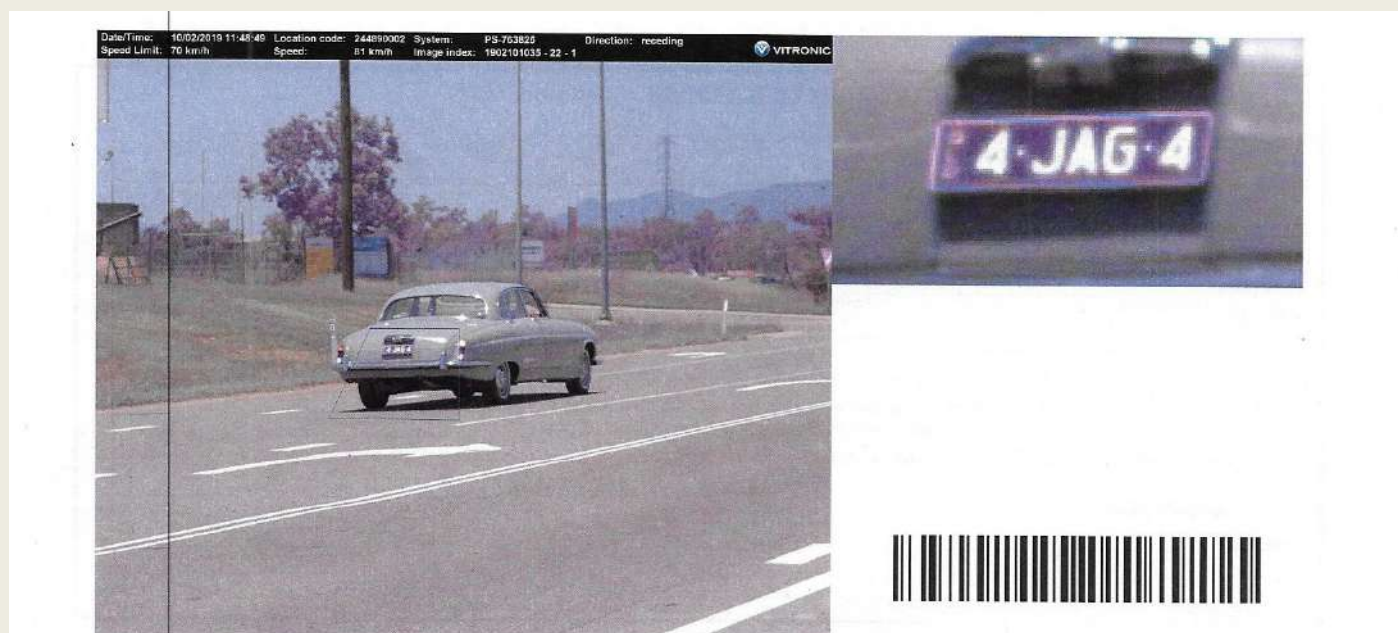


Turning around, eagle-eyed Peter spotted a tiny little creature rummaging around in the dry leaves by the school fence, which he retrieved. It could only have been days, even hours old, and appeared to have been abandoned. Lee and Lynne offered to take the poor wee mite to a vet – it would not have survived very long without its mother. Turned out to be a baby possum. Sweet!

Check out the vet nurse's nails!!!! I hope she wears safety goggles.....

After all the excitement at the start, the 10 Jag convoy up to Millie J's in Burdell, the great coffee and breakfast, the scintillating and entertaining chit chat – I soon realised I had forgotten to take any photos either of our wheels or of ourselves. Woe is me!!

A few days later however, the Queensland Police Service came to the rescue. Apparently they saw me and my car travelling home along Shaw Road, and couldn't resist taking a quick snapshot for their collection.....



And don't forget to check out our [Facebook Group Page](#) where you can keep up to date on our club activities, news and events – and find more photos and videos.

Sunday 17th February



Never underestimate a woman with a JAGUAR!

Our rescheduled Australia Day BBQ breakfast was reported on briefly by Joe in our last magazine, together with lots of good photos – so I'll keep this brief. We had our best turnout so far this year, with 14 lovely cars enjoying the sunshine at the Townsville Recreational Boating Park. This was the first and so far only opportunity for Prince Caspian, my 1965 Mark X to meet up with his close relative, Preston and Elizabeth's maroon 1967 420G. Many of the differences are cosmetic, but at first glance they are identical (except for the colour). Dan and Paula

Tagney from Rupertswood also came along so their black modern S Type got acquainted with Bob's too.

No Australia Day is complete without a citizenship ceremony, so we held our own, with Secretary Doug officially welcoming Preston and Elizabeth to our very own Jaguar Community.

Our polities seem to be constantly arguing over the date for future Australia Days. What's wrong with 17th February?



Waving the flag!

**Our Prowl 'n Coffee outings are open to all club members, friends, families and guests.
Don't miss out – join us for tea/coffee, brunch and JAGUARS!**

March will see 5 Sunday club events in one month. I think that's a first! 2 of these were more formal club events, the Townsville Museum trip and the display at Regis Health Care, while 1 will be held tomorrow (as I write this article) 31st March, so for now I'll report on 2 Prowl 'n Coffee runs.

Sunday 10th March

With the Hervey Range Road now having been partially repaired, the Heritage Tearooms were finally accessible, albeit the long way round, along the Bruce Highway and Black River Road. 10 Jags met up at the school, but only 9 set out on the run. Paul Marsh and some friends took a video of us gliding past on the Ring Road – you can catch the video on our Facebook page.





Preston, Mitchell and Janine enjoying a day out on their own – Elizabeth is on holiday!

It was good to get out to the Tearooms and to show our support for businesses badly affected by our recent flood event. The Hervey Range Road is still closed by Rupertswood, but the place was surprisingly busy this Sunday. Hopefully 20 people for breakfast helped a little!!

Sunday 17th March

It was a miserable rainy day as I set out for the Weir School this morning. Peter's car was out of action so I was picking him up from the caravan park, fairly convinced that most people wouldn't bother to brave the elements. This was my view of the road; note the wipers are working!



It was a real treat so catch up with Chris Kyle and his superb Daimler Super V8. Can't wait to see your other 2 Jags!

8 Jags brought along their owners/caretakers – but yet again no-one took any photos of the group in side the Tearooms. We all must have been preoccupied with coffee, breakfast and talking nonsense!!!!



See you all soon.....



Member Contributions



Celebrating 50 Years of the Jaguar XJ

Joe Pannia

The [2019 Jaguar National Rally](#) "Border Revival" finished at Albury Wodonga on 1st April. It celebrated both the first Australian National Jaguar Rally held there 50 years ago and the first appearance of the XJ in showrooms around the world. Here is a rundown of some of the eight generations of the iconic models produced from 1968 to the present. Our member Peter Enright who lives in Cairns and Albury Wodonga will give us a personal wrap up in the next NJ!



Acknowledgement: Larry Printz, Hagerty.com August 22nd 2018

It was 1968 when Ian Callum first saw Jaguar's newest sedan, the XJ6. It was the last Jaguar to be designed by the brand's founder, Sir William Lyons, and it left an imprint on the 14-year-old. "At the time the XJ6 came out, it wasn't considered a proper Jag, and yet it became the quintessential design for years," Callum says. "When it came out, people my father's age said, 'That's not a Jaguar.' And as a teenager, I thought, 'Well, that's a Jag, and I love it, so you can all go to hell.' "

These days, Callum is Jaguar's director of design, and the XJ6 remains an important car to him, influencing the appearance of Jaguar's current sedans, which lack the retro influence that had calcified Jaguar design for two decades prior to his arrival in 1999. "Ironically, Lyons had no respect for the past. He was quite frivolous about it," Callum says, explaining that Lyons disregarded consistency in styling, model line-up, or product names. That's how Jaguar made such great leaps in design, from the 1948 XK-120 to the 1961 E-Type, or from the 1959 Mark II, arguably the world's first sports sedan, to the 1968 XJ6.

Perhaps that's why Callum's XJ, introduced for 2010, was a dramatic departure from the XJ6 that had come before, or when viewed alongside its conservatively styled competition from Audi, BMW, Lexus Infiniti, or Mercedes-Benz. "That's our raison d'être, and it always has been in the past," he says. This year, the model celebrates its 50th anniversary with a special XJ50 model. There's much worth celebrating. Let's take a drive through the XJ hall of fame.

1968 Jaguar XJ6

Lyons replaced Jaguar's sedan line-up with a single series, the XJ6. Powered by the XK-E's double-overhead-cam 4.2-liter inline six, it developed 246 horsepower through a four-speed manual transmission. Power rack and pinion steering, four-wheel independent suspension, and four-wheel disc brakes were standard. So equipped, the XJ6 would reach 60 mph in less than nine seconds; its top speed was 124 mph. A three-speed automatic transmission, power windows, and rear defroster were among the options, although the automatic would become standard in the U.S. in 1970, when the car finally reached America. It arrived just as British Motor Holdings, which had bought Jaguar two years earlier, merged with Leyland Motors to form British Leyland, a move that Lyons thought "ruinous."

1973 Jaguar XJ6

Introduced in 1972, the year Lyons retired from Jaguar, the XJ Series II's changes were minimal, with the exception of a redesigned front bumper to meet new U.S. safety regulations, and a lower wider grille. The 4.2-liter six-cylinder returned, but was now rated at 150 hp with the resulting degradation in 0–60 mph time to 10.8 seconds. A Borg-Warner three-speed automatic transmission, air-conditioning, power locks, power windows, tinted glass, rear defroster, and whitewall tires were standard. Uniquely, this model was first Jaguar to use fiber-optic dashboard lighting, illuminating a revised instrument panel. A longer wheelbase XJ6 L model appeared for the first time the following year. Daimler versions were sold in Europe, but were never exported to the U.S.

1973 Series II XJ12

When introduced, the XJ12 became the world's only mass-produced 12-cylinder sedan and, with a top speed of 140 mph, the fastest four-door of its time. Originally meant for racing, the 5.3-liter double-overhead-cam V-12 was first used in the 1971 XK-E at a time when only Ferrari and Lamborghini offered 12-cylinder engines. When the XJ12 reached America in 1973, its compression ratio was lowered to 7.8:1 from the European V-12's 9.0:1, with horsepower dropping to 241 from 265. Leather seats, larger wheels, a rear defroster, and a three-speed automatic transmission were standard. An AM/FM radio was optional. The XJ12's performance matched that of earlier XJ6s, with a 0–60 mph time of 8.5 seconds. Like the XJ6, a longer wheelbase XJ12 L model appeared in 1974.

1975 Jaguar XJ6C

Advertised as "the corporate sports car" in the U.S., the XJ6C coupe was a two-door pillarless sedan based on the XJ6 Series I short-wheelbase sedan chassis but wearing two doors, a shorter roof, and a vinyl top. (Well, it *was* 1975.) Like its siblings, it was powered by the 4.2-liter six or 5.3-liter V-12. Its pillarless body reduced structural rigidity compared to the sedan, forcing engineers to devise an intricate cable-and-pulley system to prevent wind leaks around the frameless door glass. Predictably, the XJ6C's short wheelbase limited back seat space. It was built until 1978, by which point XJ-S sales siphoned demand. Although Daimler versions were sold in Europe, they never made it to the U.S.

1980 Jaguar XJ6

Although resembling its predecessors, the Series III was styled by Pininfarina. Sporting a taller roofline, bigger windshield and rear window, the new XJ had slimmer rear roof pillars and updated tail lamps. A redesigned grille and flush door handles completed the car's more contemporary feel. Jaguar's familiar 176-hp twin-cam six and three-speed automatic transmission were standard. The XJ6 was lavishly equipped with an AM/FM stereo with cassette deck, power windows, power mirrors, rear defroster, automatic conditioning, telescoping steering wheel, power sunroof, leather upholstery, and cruise control. Not returning was the XJ12, although it was sold overseas. An upscale Vanden Plas model reappeared for a four-year run starting in 1982, wearing metallic paint and boasting a more opulent interior.

Jaguar XJ6 (XJ40)

Internally known as the XJ40, the fourth generation XJ6 debuted just as Ford Motor Co. bought Jaguar for \$2.5 billion. The new XJ was more angular than the previous version, while retaining a familiar look. It also used single rectangular headlights, rather than four round headlights, and was the first Jaguar to use the J gate gear shifter. A new all-aluminium 181-hp 3.6-liter DOHC inline six-cylinder engine with four-valves per cylinder was mated to a ZF four-speed automatic transmission. Horsepower jumped to 195 the following year and 223 by 1990, thanks to a new 4.0-liter DOHC inline six. Its fully independent suspension and four-wheel disc brakes returned, augmented with a Bosch anti-lock braking system. The standard equipment list grew longer. By 1994, the XJ12 would reappear, rated at 313 horsepower, and capable of reaching 60 mph in 7.5 seconds.

1995 Jaguar XJ6

A restyle resurrected some of the XJ6's classic styling cues such as its iconic four round headlights. The 4.0-liter DOHC inline-six returned, rated at 245 horsepower, alongside a supercharged version that pumped out 322 hp on the new high-performance XJR model. And the XJ12 returned with 313 hp, all mated to a four-speed automatic transmission. As you might expect, the XJR was the fastest cat this year, able to reach 60 mph in 6.6 seconds, according to *Motor Trend* magazine. The long-wheelbase models returned for 1996, with length added behind the B-pillars, as did the elegant Vanden Plas, although it would be the last year for the XJ12.

1998 Jaguar XJ8 Vanden Plas

An aluminium V-8 engine was placed under the bonnet in the XJ for the first time, replacing the optional V12 that debuted in 1972 for the 1973 model year. The engine had debuted in the XK8 sports car that had been introduced the year before. Performance and refinement were vastly improved, and a derivative of this engine remains available today. Rated at 290 horsepower, it was mated to a five-speed automatic transmission and was standard in the XK8L and Vanden Plas as well. The XJR reappeared, with a supercharged and intercooled version of the same

engine producing a healthy 370 horsepower, dispensing with 60 mph in 6.7 seconds. Other changes included new bumpers, a rounded mesh grille and a new instrument panel. By 2000, Jaguar would place the XJR's supercharged engine in the Vanden Plas.

2004 Jaguar XJ8 Vanden Plas

When the XJ8 arrived for 2003, it boasted advanced lightweight aluminium monocoque body; the only other car offered utilizing such technology was from Audi. The body was 60-percent stiffer and 40- percent lighter than the old XJ by rivet bonding and adhesives in its construction, just as in the aerospace industry. But the car's higher waistline and old-school look was widely criticized. The XJ8 and long-wheelbase XJ8 Vanden Plas came with an aluminium 294-hp 4.2-liter V-8 mated to a new ZF six- speed automatic transmission that sprinted to 60 mph in 6.3 seconds. The XJR returned as well, with a supercharged 390-hp 4.2-liter V-8, and able to reach 60 mph 1.3 seconds sooner than the standard car. A new air suspension enhanced ride quality. In March 2008, India's Tata Motors bought Jaguar from Ford Motor Co. for \$2.3 billion.

2011 Jaguar XJ

Adapting the arched roofline of classic Jaguar sports coupes, the radically redesigned XJ and 4.9-inch longer XJL was a significant departure from previous XJ styling. A 385-hp 5.0-liter V-8 or a 470-hp supercharged version of the same engine were offered, as were new Supersport models with a supercharged 510-hp V-8. A six-speed automatic transmission was standard. New interiors established the look of modern Jaguars, eschewing Jaguar's traditional wood-laden interior for a more modern look, replacing the J-Gate shifter with a rotary knob, and trading traditional gauges for a thin-film-transistor LCD screen. In 2013, the XJ would get a new base engine, a supercharged 340-hp 3.0-liter V-6, while all XJs received a new ZF eight-speed automatic transmission. A new touchscreen infotainment system, dubbed InControl Touch Pro, appeared for 2016.

2019 Jaguar XJ50

Despite its age, the XJ retains its radical look, and comes with a 340-hp supercharged 3.0-liter V-6 in the XJ R-Sport and XJL Portfolio. Next comes the 470-hp supercharged 5.0-liter V-8 in the XJ and XJL Supercharged, with the 575-hp supercharged 5.0-liter V-8 topping the line in the XJR575. Rear-wheel drive and a ZF eight-speed automatic transmission are standard. All-wheel drive is available on the XJ R-Sport and XJL Portfolio. A special-edition long-wheelbase XJ50 powered by a 340-hp 3.0-liter supercharged V-6 or a 470-hp 5.0-liter supercharged V-8 is available, sporting special trim to celebrate the model's 50th anniversary.

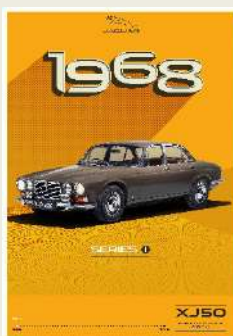


The XJ had its world premiere at the Paris Motor Show in 1968.

A unique convoy representing the past and present of the Jaguar XJ journeyed from the Jaguar Castle Bromwich plant in the UK to the Paris Motor Show to celebrate 50 years of the flagship luxury saloon.

The celebratory fleet counted in every generation of XJ, including latest XJ50. The unique convoy visited important locations such as Jaguar Classic, a facility that is dedicated to preserving and restoring motoring heritage

The convoy also visited Goodwood Motor Circuit and Le Mans, locations that have played an important part in the history of Jaguar and the XJ.



Jaguars in Hollywood Films

Acknowledgement: Hornburg Jaguar Los Angeles

Over the years Jaguars have made a big impression on film fanatics, but what are some famous instances of Jaguar vehicles in Hollywood movies? Check out some of the appearances here.



1. 1958 Special (XK150) in *Roadracers* The first time a Jaguar vehicle ever skirted across the big screen was in the 1959 cult classic, *Roadracers*. Here, the Jaguar 1958 Special makes a big impression for its sporting prowess and sets a precedent for years to come.

2. 1961 E-TYPE in *The Italian Job*

Michael Caine put together one of his best performances in 1969's *The Italian Job*. In this film, the Jaguar E-TYPE sporty and slick showed off its curves.



3. 1971 XK-E Hearse in *Harold and Maude*

Making an appearance in a second cult classic on our list here at Hornburg Jaguar Los Angeles, the 1971 XK-E Hearse brought an appropriately morbid yet sophisticated touch to the friendship between an unexpected pair in 1971's *Harold and Maude*.



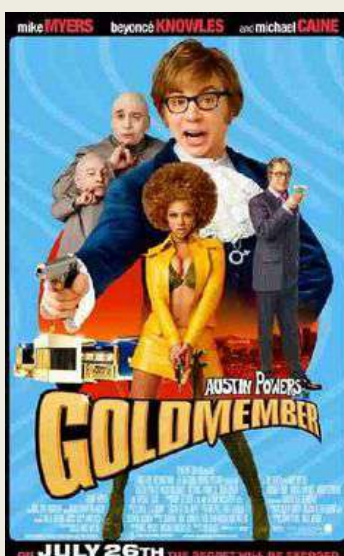
4. 1994 XJ220 in *Gone in 60 Seconds*

Ushering in a whole new era of sports cars, *Gone in 60 Seconds* (2000) features a variety of exotic supercars. It comes as no surprise, then, that the British manufacturer Jaguar made a major appearance in this one. Check out the sleek, low-topped 1994 XJ220 hardtop in *Gone in 60 Seconds*, featuring Nicholas Cage.



5. 2001 XK8 in *Goldmember*

In 2002, Austin Powers revved onto the scene behind the wheel of a rendition of the 2001 Jaguar XK8 convertible in *Goldmember* (2002). This was the second time Mike Myers' comic persona drove a Jaguar on the big screen. In 1997's *Austin Powers: International Man of Mystery*, he drove around in 1961 E-TYPE.



6. 2002 XKR in *Die Another Day*

Of course we couldn't leave out a British spy car chase from the list. With Pierce Brosnan playing James Bond, a green 2002 XKR convertible made an unforgettable appearance in *Die Another Day*.



The Jaguar Mark IX is a four-door luxury saloon car produced between 1959 and 1961. It replaced the previous Mark VIII. It was replaced by the lower and more contemporary-styled Mark X in 1961.

The Mark IX was popular as a ceremonial car for state dignitaries. When Charles de Gaulle paid a state visit to Canada in 1960, the official cars for the motorcade were Mark IX Jaguars. The British Queen Mother had a Jaguar Mark VII which was progressively upgraded to be externally identical to the later Mark IX. The Nigerian government bought forty Mark IXs, painted in the Nigerian state colours of green and white. The large Jaguars of the 1950s were sufficiently popular in western Africa that "Jagwah" survives as a colloquialism for "smart man-about-town".

As was the fashion with Jaguar in the 1950s, saloon development was all about evolution, rather than revolution. The Mk IX was typical of the breed – cosmetically, it was very similar to the last of the Mk VIII versions, and most of the improvements took place under the four-door's imposing skin. A welcome addition to the Mk IX's armoury was a bored-out twin carburettor version of Jaguar's 3.8-litre XK engine – and that was a detuned version of the unit that had already proved itself so effectively in the D-type racing car. As a result, the Mk IX was an excellent high-speed cruiser.

Power steering was fitted, and predictably, all-round disc brakes also made an appearance – and although most cars came with fitted with automatic transmission as standard, the option of four-speed manual with overdrive has proved very popular with classic car buyers in later years. A total of just over 10,000 cars were built at Jaguar's Browns Lane plant in Coventry during its three-year production lifespan and despite the rust problems inherent in big Jaguars of this era, survival rate has been high as enthusiasts appreciate the modern dynamics of this big saloon.



Motors and Engines – what’s the difference!

Joe Pannia

Acknowledgement: Sarah Jensen MIT School of Engineering

As technologies and devices evolve, language must stay on its toes if we expect to understand each other when we talk about them. English-speakers are particularly flexible at adapting to progress. They’re willing to coin new terms, modify old meanings, and allow words that are no longer useful to pass from common usage. “The etymologies of ‘motor’ and ‘engine’ reflect the way language evolves to represent what’s happening in the world,” says MIT literature professor Mary Fuller.

The Oxford English Dictionary defines “motor” as a machine that supplies motive power for a vehicle or other device with moving parts. Similarly, it tells us that an engine is a machine with moving parts that converts power into motion. “We use the words interchangeably now,” says Fuller. “But originally, they meant very different things.”

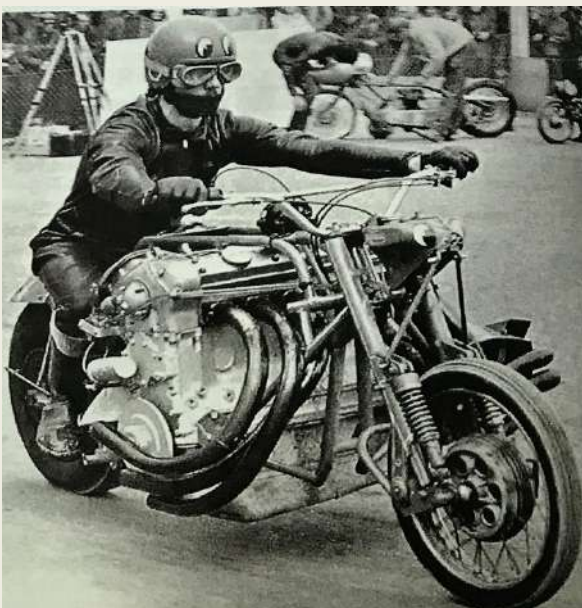
“Motor” is rooted in the Classical Latin *movere*, “to move.” It first referred to propulsive force, and later, to the person or device that moved something or caused movement. “As the word came through French into English, it was used in the sense of ‘initiator,’” says Fuller. “A person could be the motor of a plot or a political organization.” By the end of the 19th century, the Second Industrial Revolution had dotted the landscape with steel mills and factories, steamships and railways, and a new word was needed for the mechanisms that powered them. Rooted in the concept of motion, “motor” was the logical choice, and by 1899, it had entered the vernacular as the word for Duryea and Olds’ newfangled horseless carriages.

“Engine” is from the Latin *ingenium*: character, mental powers, talent, intellect, or cleverness. In its journey through French and into English, the word came to mean ingenuity, contrivance, and trick or malice. “In the 15th century, it also referred to a physical device: an instrument of torture, an apparatus for catching game, a net, trap, or decoy,” says Fuller. In the early 19th century, the meanings of motor and engine had already begun to converge, both referring to a mechanism providing propulsive force. “The first recorded use of ‘engine’ to mean an electrical machine driven by a petroleum motor occurs in 1853,” says Fuller.

Today, the words are virtually synonymous. “Language evolves to take on new tasks,” she explains. “Without thinking about it, we adapt to new meanings and leave the old behind.” We talk about our computer’s dashboard, unaware that in the 1840s, the word referred to the board at the front of a carriage that stopped mud from being splashed on the coachman. Similarly, the term “search engine” harks back to the older meaning of “engine” as a contrivance, suggests Fuller. First used in 1984 to mean “a piece of hardware or software,” the phrase may have been informed by Charles Babbage’s 1822 use of “engine” to mean a calculating machine.

Jagforth or Spaguar – Jaguar XK120 engine on a Spagforth Lurcher motorcycle chassis

Acknowledgement: Edgar Jessop Qld Bike Australasia



“The Spaguar was a short-lived liaison between Sir Carruthers Spagforth and Sir William Lyons. The Lurcher frame which had been originally designed to house the cadaverous 98cc Spagforth engine coped surprisingly well with the 3.4 litre XK120 engine possibly due to the fact that its frame tubes had been purloined from sections of the decommissioned Severn Bridge.

However, not surprisingly the Jagforth failed to reach production joining a long list of doomed dalliances between once-great organisations.”

With great trepidation Edgar Jessop manoeuvres the Spaguar to the staging area for its one and only test run.

These are the updated rules which now include Impromptu Events. Please follow the link to the TMR website for the full rules. One important change is that the clubs now manage the process per below: **The administrative process for supporting an event is at the discretion of an individual club or ASRF and must ensure members comply with the special interest vehicle conditions and restrictions of use.**

Acknowledgement: [Transport and Main Roads Special Interest Vehicle Concession Scheme guide](#)

A special interest vehicle must not be used for:

- General purposes - for example, to commute to and from the registered operator's place of employment.
- For hire or reward - a fee cannot be charged for use of the vehicle, and the owner cannot receive any consideration or reward for supplying the vehicle.

You and anyone driving your special interest vehicle must only use the vehicle for:

- participating in rallies or events, including impromptu events organised by an incorporated vehicle club or events sanctioned by the Australia Street Rod Federation (ASRF).

Note:

- a rally is a social event where a parade of special interest vehicles travel together for competition or to meet at an agreed location.
- an impromptu event is an event that has been initiated by a club member, involves one or more vehicles, and is supported by an incorporated vehicle club or the ASRF.

Rallies and events(including impromptu events) must be listed in the incorporated club newsletter or on the incorporated club's website or social media page (or in another manner approved by the club or ASRF, such as the club calendar of events) prior to the event. The administrative process for supporting an event is at the discretion of an individual club or ASRF and must ensure members comply with the special interest vehicle conditions and restrictions of use.

- participating in processions for which a Special Events Permit has been issued under the *Transport Operations (Road Use Management –Accreditation and Other Provisions) Regulation 2015*
- exhibiting the vehicle in displays, fetes or similar functions conducted for religious, charitable or educational purposes
- ceremonial purposes (such as weddings, formals, funerals) involving immediate and de facto family members, or as part of a sanctioned incorporated club event, provided this is not done for fee or reward. Immediate and de facto family means parents, grandparents, sons, daughters, grandchildren, adopted children and adopted grandchildren, but not extended family members such as aunts, uncles, nephews and nieces
- preparing for, proceeding to, and returning from the above activities
- direct travel to and from an approved inspection station to get a safety certificate or certificate of inspection before offering the vehicle for sale
- travel in order to have the vehicle repaired. There is no distance restriction, however, such travel must be reasonable and justifiable by the vehicle operator
- road testing within a 15km radius from the place where the vehicle is garaged or is being repaired. The purpose of the travel must be to road test the vehicle following repair or restoration, or for general vehicle maintenance and not for any other purpose. This does not include use as an everyday means of transport. A passenger may travel in your vehicle to assist with road testing—only if your vehicle can legally carry passengers.



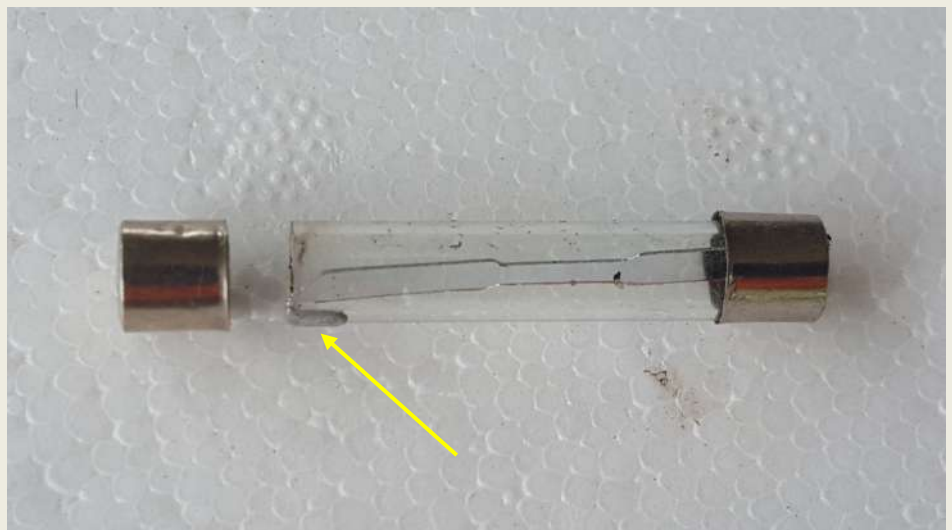
CAN YOU IDENTIFY this part? Rick's mechanic on Magnetic Island found this mounting in his collection of bits and is pretty sure is from a 50s or 60s Jaguar and possibly part of or associated with a drive (propellor) shaft. I've circulated it among some of the Jag fraternity, and have come up with a couple of possible suggestions, but it would be good to get some confirmation.

A) *Naomal Kirtisinghe* thinks it looks like a 1957/59 Jag Mark 1/2 gearbox crossbar

B) *John Airey* thinks it may be the centre propshaft stabiliser on a Mark VII/VIII/IX.

The captive nuts seem to be welded so it's unlikely to be pre-war – but what do you think? Let me know if you have any idea.

GLASS FUSES. Many of our older Jags have old-fashioned glass fuses protecting the electrical circuits. These are freely available at most motor factors, and are usually quite cheap – but remember the old saying “you get what you pay for”. The cheap fuses use a friction connection between the 2 ends of the fuse holder, as shown in the accompanying photo. This can cause problems, as it recently did in my “S” Type, The Purrly Queen. The instruments, wipers and fan motor all packed up at the same time, in very heavy rain, while driving through Ingham on my way home from Forest Beach. Moisture can interfere with the connection and cause a fail. Most old-time mechanics will recommend fuses that are soldered on each end, thereby ensuring a good connection through the fuse. These are slightly more expensive, and perhaps more difficult to find, but well worth the effort.



WANTED, DEAD OR ALIVE! Eddie is looking for a set of original 16” wheel rims for his 1997 X308 Sovereign, just like the one in this picture. If you have some, or know where some are, please contact me on the email above so I can pass it on to Eddie.



ONE WAY VACUUM VALVE. The scuttle vent (just in front of the windscreen) on my Mark X has always been temperamental. It activates when required, but will close when idling and when the engine is turned off, indicating that the system is struggling to maintain a vacuum. I recently removed the carburettors for a rebuild, so took the opportunity to take out the vacuum reservoir and associated pipework to see what was the problem. Firstly, the vacuum tank was half-full of oil (not uncommon after 50+ years), which would have reduced it's capacity to hold vacuum, but secondly and more importantly, the one-way valve (officially C19426 check valve assembly) was not working, instead allowing free flow of air in both directions. The part looked not only expensive, but hard-to-get, so I decided to retain the u/s fitting for originality, and fit a new and almost invisible one-way valve in the line between the tank and the inlet manifold. Haven't installed it to the car yet to see if it does the trick, but I'm pretty confident it will. What's more, the new valve is only a couple of dollars and is freely available. Jags don't always have to break the bank.....



Report from Jag Central

Georgie – 1989 XJS V12 coupé

Nigel Miller



I regret to say I haven't used Georgie at all for a couple of months. Returning home after our club meeting in early February, I noticed the auxiliary fan was not cutting in. I'm sure you all know now how nervous I can get about potentially overheating a V12!!

I don't really know enough about electrics to be confident – but once I had identified the location of the relay, diode pack and sensor, I

went into thinking mode. First thing was to test the fan itself. Given direct power it hummed away quite happily, so what's the next step? I have no idea how to test a relay or a diode pack, so I bridged the sensor, and lo and behold! The fan works!! This indicates to me that the sensor must be at fault and the relay and diode are working as intended. SNG Barratt soon sent out the new sensor, but it's hard to get at the front of the water pump and I don't have the right size spanner, so I haven't attempted it yet.....



Along with the new sensor, I received a new cruise-control diaphragm, which I HAVE fitted. Not really a difficult job, but I did have one "Oh No!!" moment. When I released the control cable from the unit, the tiny little tube and screw tensioning/retaining it, flew away, causing me to spend a couple of hours on my hands and knees poking around all the nooks and crannies in the engine bay looking for them. I gave up as it was getting dark, but the following afternoon I found them both – in different parts of the engine bay – within a few minutes. Patience is a virtue.....

Unfortunately I can't test the cruise control until the auxiliary fan is fixed.

Prince Caspian – 1965 Mark X 4.2



The day after our rescheduled Australia Day BBQ Breakfast in February, it was time to give the Prince a bit of love and attention. Firstly, the air box on the side of the carburettors must be taken off to get access to everything else. My engine

seemed to be sitting low despite new mountings only 3 years ago. The 3 engine mounts had to be released and the engine itself jacked up to get the box off! With access, the steering pump was removed, and the slight oil leak was easily explained – the hoses to and from the steering box were cracked and brittle!



Now I could get at the carburettor fixings, or so I thought! It probably took me the better part of a full day to get all 3 carbs and the fuel filter off. At first sight in the engine bay the carbs looked nice and clean and shiny, but when they came off I was struck as to how filthy and grimy they all were. And when I dismantled them they were so full of dirt and grunge I was amazed they even worked at all!! Anyway, that's a story for another day.



Then off came the vacuum reservoir (see Technical Matters above), the oil filter housing and the brake master cylinder. Next to come off will be the brake pedal housing and servo, but haven't yet decided to go the whole hog and remove the water rail. Also undecided on whether I should retro-fit an electronic distributor.



My workshop is full of boxes of dirty car parts but the r/h side of the engine is looking a bit cleaner and uncluttered. The master plan is to have the Prince back on the road for All British Day in June, after which I'm toying with the idea of getting a new paint job, after the great job Macca and his lads did with the Purrrly Queen.

As I've said many times before, what can possibly go wrong?

Next month we'll find out how the cleaning and fettling is proceeding – or not!

The Purrrly Queen – 1965 3.4S



With only one Jag currently on the road I have to be careful not to start anything with Her Majesty. I know how I can get carried away! For the time being the electrical issues have been sorted out and the car is reliable and fun to drive. Perhaps I should leave well alone – but will I?

My plan is to wait until Georgie is driveable again, then I'll be sending the Queen to Macca to have the cracked rear window replaced and a couple of tiny scratches (resulting from me trying to refit the heavy doors on my own), fixed up. All in time for All British Day, when I hope to have all 3 cars ready for display.



I'm also planning on raising the roof on my shed to accommodate a car hoist. Think of all the trouble I can get myself into then!



JAGS FOR SALE



These Jags for Sale ads are free everyone to advertise.

Contact Joe on 0409 270 971 or email joepannia@bigpond.com to have your ads put into the next issue.

**1986 XJ6 Sovereign & 1984 XJ6 Vanden Plas - was \$3000 for both now \$2,000 both
John is keen to move these cars – now a bargain for very good parts or restoration!!**



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.

2002 Jaguar X-Type V6 Auto Light Blue Metallic -was \$11,000

now \$7,000 negotiable Air-con needs attention

Dennis advises he drives the car just to keep it running well. The aircon has been tested and works fine – only a minor problem with switching.

Interior, Exterior and Wheels in Good Condition. Low 64,980km. Tyre tread 90%
No photo available

Contact Peter Mob 0431 224 061 or Dennis Mob 0428 635 447 Purono Park

2003 Jaguar X-Type Petrol Auto Topaz Registered - was \$8,000 now \$4,000!!!

Carmel advises very keen to sell before rego is due so this is a fantastic reduction! Car was displayed at the Jag Club Regis Aged Care visit last September and is a very attractive Jag.

Now also with all new tyres, registration to March

Comes with RWC 95,000km

Very Good Condition

Contact Carmel Plumb Mob 0409 582 850
Emerald St Kirwan Townsville



Jaguar XJ6 Series 2 - Kelso - Any Reasonable Offer Accepted

Unregistered, average condition, runs OK - just needs fuel and battery.
No photos.

Call Ray 0408 771 608

Black 2002 Jaguar X Type Sports Fi Sedan 5 Sp Auto V6 2495cc \$2000 as is

Has not been driven for 5 years Paintwork is damaged
Some minor damage to rear spoiler Has had full transmission upgrade

Phone Col 0438 288 896 for more details

1995 XJ6 X300 4.0L Sovereign Topaz registered to February 2020, good condition \$9,000 ono

Drives beautifully, very firm on the road and is one of the best models for visibility, control and comfort, still feels like a new car, very good paint work, mechanically sound, always serviced. Has Road Worthy Certificate.



Also selling in good condition with RWC drives well. Sage Green **1986 XJ6 Series 3 Sovereign \$5,000 ono**
Follow this link to the JCCNQ Website Car Display Sign page for all details [jagng car display signs](#) Call Joe on 0409 270 971



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



Badge \$5



Hoodie \$35



**For all club merchandise, including men's
belts,
keyrings etc.
Phone Jim Bateman 0400 700 579**

Stubby Cooler \$5



Leather Cap \$30



Our Club car badges are now available, at \$30 each. We only ordered 50 – and have already sold half 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**



All British Day 2019 Grille Badges will be available on Sunday 2nd June at \$10 each. Orders available by contacting:
**Jim 0400 700 579
Joe 0409 270 971**

Note: Club badges are precision brass gold plated enamel. ABD badges are zinc alloy. Both look very nice.



CLASSIFIEDS



These classifieds are free to advertise.

Contact Joe on 0409 270 971 or email joepannia@bigpond.com to have your ads put into the next issue.

WANTED TO BUY

XJ Series 2 or Series 3 windscreen wiper motor

Contact Jeff HARRIS Mob 0400 258 040 or 07 4725 8040 Cranbrook Townsville email: jeffmaggieharris@icloud.com

1976 XJ6 Series 2 1986 Series 3 XJ6 Motors—any reasonable offers now to give away!

Series 2 motor was going when removed, Series 3 for parts or reconditioning.

Contact Jeff HARRIS Mob 0400 258 040 or 07 4725 8040 Cranbrook Townsville email: jeffmaggieharris@icloud.com



Jeff also has lots of XJ Series 3 parts available in good condition: tail light lenses, gearbox speedo module, steering wheel, front grille and more - make an offer



Business Links and Recommendations



These businesses are supporters of the club by providing club members with genuine discounts on products and services. Please support them and show your Membership Card for discounts.

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: Monday to Friday 8:30am – 5:30pm Saturday 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.



These businesses are recommended by Club Members



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