



# Northern Jaguar

*We are the Jag Lovers of North Queensland*

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

**August 2018**



**Jags escort the “Style over Speed Rally”  
for Townsville Bicycle Users Group  
Perfumed Garden to The Strand**



**PUBLISHED JAGUAR CAR CLUB OF NORTH QUEENSLAND (INC.) TOWNSVILLE**





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## PRESIDENT'S Report



We are back to normal club activities for the remainder of the calendar year after our ABD. The financial acquittal for All British Day was submitted in early July and so far no negative response from the Council. We are basically out of pocket only by the GST not funded by the Grant. The benefit provided to us by hosting ABD far outweighs the costs and if it does cost our club a little, it is worthwhile and certainly the benefits apply equally to all of us.

Our mid-year review was the main focus at the July meeting, always a good chance for a lively and robust discussion with people putting forward their views and requests. I believe member's interests are vital for a happy club and the committee will continue to administer the club with the purpose of catering to the needs and interests of members and making sure we are meeting our stated club objectives.

Our July outing to the Bicycle Users Group "Style over Speed Rally" was one of a kind and enjoyed by members who went along. Good to participate in such a worthy cause promoting safety on the roads, and the well dressed and flamboyant cyclists were very admiring of our stylish Jags. The Combined Clubs Swap Meet was also a worthy event for us to attend. Our ulterior motive at these public events is to promote our club and of course show off our Jags. Our club once again looked well organised and it paid off with the media attention we received the following week. Sunday Runs are very well patronised and thanks to everyone who attends and helps organise them. Some members attended the Cyclones Rod and Custom Club "Show and Shine" at Jezzine Park last Sunday. It truly was a whopper of a show from the biggest car club in town and certainly well worth a look.

Looking forward to the Whitsunday Reef Festival at Airlie Beach this weekend. The highlight is of course the Car Show, not just the great dinner party we usually have catching up with members Wok and Woody. And dropping in on Tranquilo, the London Bus we hope to have displayed at All British Day next year will add some more interest to our trip. It's just a short deviation on the way home to Hydeaway Bay before we lunch at the Grandview in Bowen.

The Charters Towers Community Day is coming up at the end of August. A day trip for us and a decent run for the Jags on some good stretches of highway. We only had four cars on display last year and it would be good to see some more. I know we have just been to the Towers Motor Show but the local community there welcomes the Jags and it does make us a true North Queensland Club when we leave town on a few jaunts. That's what the Jags were built for – cruising down the highway in comfort and luxury. Other events we can look forward to are: Alva Beach, Tablelands, Ravenswood 150 Year Celebrations, a fortnight later the Giru All British Day Reviver and then our last main club outing will be north to Mission Beach for our AGM and Christmas Party.

President JCCNQ (Inc.) 1<sup>st</sup> August 2018

## MANGEMENT COMMITTEE

PRESIDENT: Joe Pannia



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Mob: 0409 270 971

SECRETARY: Jim Bateman



TREASURER: Jim Bateman

SOCIAL SECRETARY: Chris Pannia



EDITOR: Joe Pannia

## CLUB APPOINTMENTS

NORTHERN LIAISON:

Wendy Anderson

FUND RAISING: Peter Dixon

MERCHANDISE: Jim Bateman

Nigel Miller



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Hermit Park,  
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# CALENDAR of EVENTS 2018

JCCNQ(Inc.)



<b><u>January</u></b> Sunday 21 <sup>st</sup> Friday 26 <sup>th</sup>	Run to Hervey Range Tea Rooms Australia Day – Jezzine Park, The Strand, Townsville
<b><u>February</u></b> Wednesday 7 <sup>th</sup> Sunday 11 <sup>th</sup> Sunday 18 <sup>th</sup>	Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville Run to Balgal Beach Run to Café Bambini Fairfield Waters
<b><u>March</u></b> Wednesday 7 <sup>th</sup> Sunday 11 <sup>th</sup> Sunday 18 <sup>th</sup> Friday 30 <sup>th</sup> – Monday 2 <sup>nd</sup>	Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville Run to Bushland Beach Burdekin Day Trip – Claredale (re-scheduled from Sunday 25 <sup>th</sup> February) Easter Tablelands HUB Rally, Dinner at Mr Youngs, Run to Burdekin Dam, Run to Café Bambini and Strand
<b><u>April</u></b> Wednesday 4 <sup>th</sup> Sunday 8 <sup>th</sup> Sunday 15 <sup>th</sup> Sunday 22 <sup>nd</sup> Sunday 29 <sup>th</sup>	Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville Run to Tumbetin Tea Rooms and Mt Stuart Car Display Sign Photoshoot John Herbert Sports Complex and Dinner at Mr Youngs Run to Hervey Range Tea Rooms with Mini and TVV&HMC Clubs (Invite by Mini Club) Burdekin Auto Festival, Ayr
<b><u>May</u></b> Wednesday 2 <sup>nd</sup> Sunday 20 <sup>th</sup> Sunday 27 <sup>th</sup>	Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville Heritage Day, West End Park Townsville Promotion of All British Day at Willows Markets followed by run to Ingham Show 'N' Shine and Swap Meet
<b><u>June</u></b> Saturday 2 <sup>nd</sup> <b>Sunday 3<sup>rd</sup></b> Wednesday 13 <sup>th</sup> Sunday 10 <sup>th</sup> Sunday 17 <sup>th</sup> · Sunday 24 <sup>th</sup> Saturday 30 <sup>th</sup>	All British Day Dinner at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville <b>All British Day, Cathedral School, Mundingburra Townsville</b> Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville Run to Charters Towers Motor Show Cruise to North Shore, Cruise to The Strand Dam Fine Rally, Ross Park Townsville
<b><u>July</u></b> Wednesday 4 <sup>th</sup> Saturday 7 <sup>th</sup> July Sunday 15 <sup>th</sup> Sunday 22 <sup>nd</sup> , Sunday 29 <sup>th</sup>	Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville Townsville Bicycle Users Group - Style Over Speed Combined Clubs Swap Meet, Townsville Show Grounds Cruise to Hervey Range Tea Rooms, Cruise to Balgal Beach & Cyclones Show'n'Shine Jezzine Park
<b><u>August</u></b> Wednesday 1 <sup>st</sup> Saturday 4 <sup>th</sup> - Sunday 5 <sup>th</sup> Sunday 26 <sup>th</sup>	Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville Airlie Beach Whitsunday Festival and Revving the Reef Car Show Charters Towers Community Day
<b><u>September</u></b> Wednesday 5 <sup>th</sup> Sunday 16 <sup>th</sup>	Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville Cruise for lunch to Alva Beach Ayr with Vintage & Vets and Mini Clubs (Invite by TVV&HMC)
<b><u>October</u></b> Wednesday 3 <sup>rd</sup> Sunday 7 <sup>th</sup> Saturday 13 <sup>th</sup> · Sunday 14 <sup>th</sup> Sunday 28 <sup>th</sup>	Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville Ravenswood – 150 Year Celebrations Tastes of the Tablelands Festival and Car Show All British Day Reviver to Giru via Woodstock
<b><u>November</u></b> Wednesday 7 <sup>th</sup> Saturday 24 <sup>th</sup> - Sunday 25 <sup>th</sup>	Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville AGM and Christmas Party – Mission Beach Resort

## **Monthly General Meetings:**

**Time:** Dinner 6:00PM. Meeting: 7.30PM on 1<sup>st</sup> Wednesday of the month except January and December.

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

## **Sunday Runs:**

Members proposing to co-ordinate casual Sunday Runs for Club Rego cars should please contact the Management Committee in the first instance with at least a few days' notice and preferably one weeks' notice to allow the Social Secretary to issue an invite for an official club event to all club members.

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



## EDITOR's Notes



Somewhat of a breeze getting this August edition out without the often arduous and time consuming tasks associated with hosting our All British Day, though I did have to do the financial acquittal for the Council Grant early in July. The Council wants you to write a novel to get the grant in the first place and then to prove that the money was spent wisely another half a novel is then required. All non-fiction of course.

We have a fair bit of content so this edition is nearly as big as the last which covered ABD. While our printing costs are low it is not a problem, only a few are posted to members with no email. We tend to be filling the pages with photos and fewer words. In this time poor world pictures are demanded, and isn't one picture worth a thousand words?

I deferred publishing this edition until after the August General Meeting so we can give you a more accurate events calendar reviewed at the meeting. We like to keep the whole year on one page so prospective new members can see at a glance what we have been up to and to reflect our status as a North Queensland club with trips all over NQ. I have had some remarks like "you lot get around a bit".

Our main events for July included the unique escorting of bicycles by Jaguars at the Style over Speed Rally. It should create some interest and I hope we do that again. The Jazz session in the Perfumed Garden was a great ending. The Swap Meet gave us exposure in the local news and thanks to the Combined Clubs for putting on this show. The big car show by the Cyclones is a visual delight for many motoring enthusiasts.

There a quite a few stories on our usual themes - Famous jags, Concept cars, Technical Matters and more ads, thanks to all the contributors. Missing a Member Story this time but Mary did say that it was not going to be regular content since she is kept busy with her job reviewing a thousand books a year. Promised one next month though. Chris is a very keen watcher of crime shows so you have an update on the current Jack Irish Jag on TV. Roz and Paul Willcocks at Hydeaway Bay gave us some good background on the Bristol London Bus so I have included it here as well. Jim finds lots of latest Jaguar stories. Nigel is forever updating us on his mechanical jobs and restorations and thanks for the feedback on Russell's work on Glen's ex-XJS he will be entering in the big TARGA Rally. That's all folks - happy reading!

**Cover Photo:** Something completely different – Jaguars escorting bicycles. Photo taken after the Townsville Bicycle Users Group "Style over Speed" Rally in Walker Street opposite the Perfumed Garden. We had five Jaguars escorting the bicycles – not stalking them as one rider suggested. Penny Farthings were a hit attracting much attention, Jags added some more style.



**Members at the Combined Clubs Swap Meet on Sunday 15<sup>th</sup> July 2018**





## Coming Events



### Whitsunday Reef Festival **Airlie Beach**

**2<sup>nd</sup> - 5<sup>th</sup> August 2018 Free Entry**

The Whitsunday Reef Festival celebrates the reef and what it means to live in Airlie Beach, the heart of the Great Barrier Reef. The region's favourite festival is a delicious combination of family fun, all-night celebrations, local food and fashion and some of the biggest parties in the north. The four-day celebration of the reef will feature the spectacular Fireworks on the Foreshore on Friday August 3 complete with live music and djs, carnival rides, food stalls and night markets lining the beautiful Airlie Beach foreshore.

Airlie's Main Street is closed on Saturday to host **Revvin' the Reef Vintage Car Show**, the reef themed Rotary Street Parade and the Whitsunday Magic Mile Run. The Beach Music stage will be pumping the region's top live music and entertainment on the foreshore throughout the weekend.



8am-1pm  
Sunday 26th August 2018  
Centenary Park

**Charters Towers  
Community  
Day**

Plants - Fresh Produce  
Jumping Castle - Live Music  
Craft - Childrens Activities  
Community Info - Market Stalls

prospect community services

For more information or to book a stall, contact  
Prospect Community Services at 3 Powell Lane,  
phone 4787 4797 or email info@prospect.org.au



### **RAVENSWOOD 150 Year CELEBRATIONS**

Celebrate Ravenswood's sesquicentennial with a spectacular weekend of entertainment for the whole family. The town's gold mining history through to the present day mining operations is transformed by a mosaic art project by Local artist Shelley Burt in the town common. There will be a vehicle parade and display also roaming theatre group, live music, market stalls and family entertainment. The parade starts at 10AM.

The TVV&HMC have invited the Jag Club to a cruise and Picnic Lunch at Alva Beach on Sunday 16<sup>th</sup> September.

16 September	9:30am	Lunch at Alva Beach with the Jag Club	Meet at Fairfield Central Shopping Centre for a departure time of 10: am
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# Social Events



Style Over Speed Rally – Saturday 7<sup>th</sup> July

Joe Pannia



The idea to have Jags escorting the bicycles on this rally was suggested at the Councils Grant Review earlier this year at which numerous local clubs were present including the Bicycle Users Group. The purpose of the ride was to promote road safety

there as well, promoting the rally. Ross and Bob were at the front, their blue and black retro S-Types certainly giving the cruise quite a prestigious look. A TV cameraman went in with Ross. Nigel and Glenda with Doug took up the rear in the grey Mark 10 and blue XE. I ducked down to The Strand and took photos going out and a video of the complete cruise coming back from the Rockpool. See it on Facebook. The white X351 joined the convoy at the Casino turnoff. Too much fun to miss not being part of that convoy!



for cyclists and the theme was to “Dress up in Style”. What better escort than some of our clubs stylish Jaguars? The date chosen had nothing to do with the V8’s held that week although it was rather appropriate since many young V8 drivers think that all the city streets are a speedway during this time. It is an exciting time for Townsville and their enthusiasm for the race shows.

We had a good gathering of bicycles and Jags before the event with photoshoots and news crews







long way down if you fell off one of them though. Glenda was the end car and had the emergency lights on in the XE for additional safety. Chris came along to the Perfumed Garden and caught the rally as it entered the park again and took more photos. We stayed behind and chatted to the cyclists. Both of us rode pushbikes to work for nearly twenty years so we rather liked talking to the many cyclists. It is always very congenial to have a common interest to share. We enjoyed the ambience of the beautiful tropical setting of the Perfumed Garden and reminisced about how Auntie Bess was Matron at the Baby Clinic which operated on that site until the late 70's. Bess had a flat attached to the clinic and Chris spent many school holidays there.

Band playing in the old Rotunda. The Bicycle Users Group are to be commended for being not only a community minded organisation but also for their fine effort in promoting safety on our roads especially for the cyclists. And a very different outing indeed for our club, perhaps we can all do it again next year.



As the beautiful evening dusk turned into darkness we dined on some delicious Thai cuisine, very nice with the licenced bar, and settled in for a couple of hours listening to the Jazz







Our third annual Swap Meet event at the Townsville Showgrounds was attended by eight Jags and a dozen or so members. We had Jim, Peter and Ross there at 6:30AM helping out with marshalling duties in appreciation of the Combined Clubs' financial support for our ABD venue hire. Thanks to our volunteers for doing this especially Jim who reminded us all morning that he had forfeited a good Sunday sleep-in.

have a sleep-in. One of our objectives for our attendance apart from having fun and possibly scoring bargains is to promote our club. We did look like an organized lot with gazebo and Jags parked either side. Jim had gone to some lengths to secure our spot with utility parked there since 6AM, witches hats and chairs marking our area. The alternative was to have the Jags all scattered higgledy-piggledy



Thanks also to members who came at 7:30AM to help set up. I had to slip back to Jim's place to retrieve the unforgotten club banner and I must apologise to Ahu who was trying to

around the displays, so having the same marques together looked very attractive. The organization and teamwork must have paid off since JCCNQ got some good media coverage in the Townsville Bulletin the next day. We managed to motivate a couple of possible new members to come and join our club.



The Swap Meet area was fully booked out, the few empty spots were paid sites



where people did not show up. Darren co-ordinated a 5mX10m Swap Site for all members to use, paid for by the club. Not a great deal of action though, but the anticipation of selling unwanted parts for money or exchange was still worthwhile. Alan didn't sell his \$150 motorised pressure cleaner but he still has it for sale. Darren still has some XJ and Ford parts that didn't sell. Thought they might like an advertising plug here too!

This Swap Meet could be huge when you consider how big the Charters Towers and Ayr events are, although this is only the third annual Swap Meet for Townsville after a lapse of seven years. It is advertised as Motor and Machinery only but apparently one person selling fishing lines and crab pots complained about someone else who had household brick-a-brack amongst the mechanical items. You get that. Anything goes at the Towers and Ayr shows and that does attract many more stalls and customers.

A few members scored some fine bargains. Jim picked up a couple of used turbochargers worth about a thousand dollars for a fraction of that cost. Also a car fridge for about 10% of new price at a powered site, working well, icy inside and should keep the drinks and picnic lunch cool if he remembers to bring it along.

It was also another opportunity to catch up with car enthusiasts from other clubs. The Marque Club was there with quite a few MG's – one for





missed the Stationery Engines which are usually everywhere we go. They had a big show at the Dam Fine Rally. The Combined Clubs seemed to be forever taking the \$5 entry fee from cars coming in all morning. Proceeds are kindly donated to the Ronald McDonald House. The main organiser is John Weber from the Restored Motorcycle Club. John managed about 60 volunteers on the roster which is a

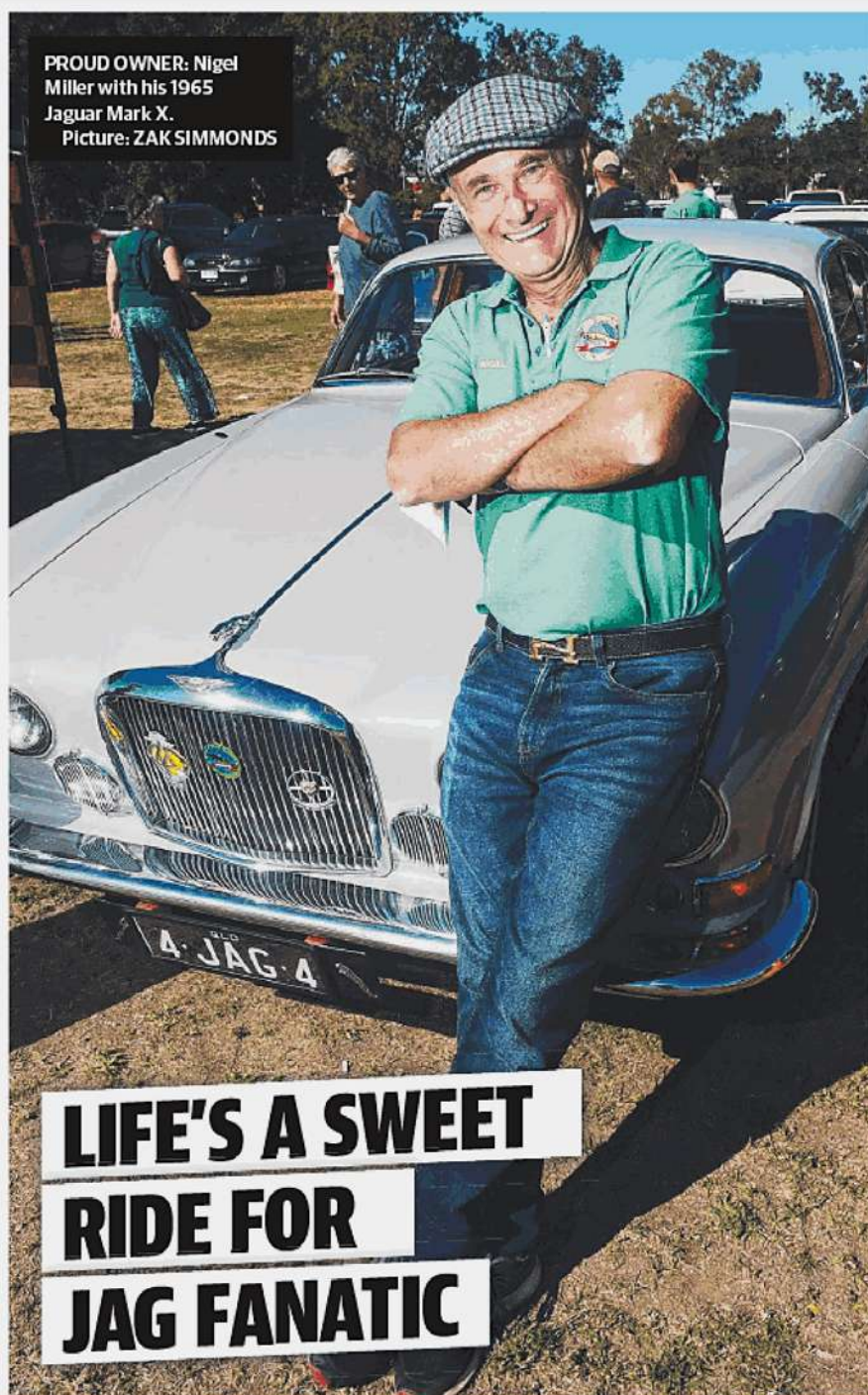
big effort, and on top of that quite a few volunteers spent Saturday marking out sites, and erecting signs and barricades etc. Apparently the worst job is at the exit gate – boring except for the occasional kerfuffle having to redirect people trying to get in that way.

There was one huge busy food stall in the beer garden, no beer though, but the barista coffee van was also always busy. Another very fine day out for our club and a definite permanent spot on our annual calendar of events.

sale. Pricey was very keen on the MG's at ABD and they agreed to provide an MG for Pricey to drive to Giru on our All British Day Reviver in October. We







PROUD OWNER: Nigel Miller with his 1965 Jaguar Mark X.  
Picture: ZAK SIMMONDS

## LIFE'S A SWEET RIDE FOR JAG FANATIC

A JAGUAR lover for 60 years showed off one of his three vehicles at the showgrounds yesterday.

Nigel Miller from Range-wood displayed with pride his 1965 Jaguar Mark X at yesterday's Combined Motor Club's Swap Meet with fellow Jaguar Club of North Queensland members and Townsville's car enthusiasts.

The car was "rescued" in Wulguru three years ago after Mr Miller found it sitting unused.

He added it to the other two Jaguars he owns – the

1966 S-Type and 1989 XJSV12.

Mr Miller said he had loved Jaguars since he was eight years old after his father bought a Mark V when the family lived in Cheltenham in the UK.

"Dad was transferred to a job in London which was 100 miles away and my mother didn't drive so he had to sell the car," Mr Miller said.

Mr Miller said his father was very sad when he had to sell it.

"I remember seeing him all upset in his armchair and I

went up to him and put my arm around him and told him I would buy him another one when I grew up," he said.

"Now I've got three, but unfortunately Dad died before I had the opportunity to purchase one for him."

Mr Miller is contemplating another purchase and said he had discussed this with his children who were not so keen.

"I half-heartedly said I was thinking of buying another one and they said not to spend their inheritance," he said.



Maddison, 7 and Lucas Augustis, 3.



Phil Case with his 1954 Austin Healey.





SEE THE GALLERY AT [TOWNSVILLEBULLETIN.COM.AU](http://TOWNSVILLEBULLETIN.COM.AU)

IF YOU WANT PHOTOGRAPHS TAKEN AT YOUR VENUE, RING THE BULLETIN ON 4722 4427



Warren O'Donnell with his 1957 Daimler.



Ron Anderson inside his 1969 MGB.



Dave Thourne with his 1949 MG TC Midget.

## COMBINED MOTOR CLUB SWAP MEET



Joe Pannia with his Jaguar XJR at the Combined Motor Club Swap Meet at the Townsville Showgrounds.



It was a huge Car, Truck and Bike show put on by the Cyclones Rod and Custom Club, one Of Townsville's largest Car Clubs. Their annual show was moved from Strand Park to Jezzine Park this year. It was free to the public and open from 9:30AM to 2:30PM with \$25 entry fee for displays and lots of prize money. All proceeds went to local charities.

The limit of cars entered was closed at 225 and 197 cars arrived for judging with about 80 motorbikes. It must have been one of the biggest shows held in Jezzine Park and was definitely worth checking out. A few members came along. We saw a few British cars not seen before at ABD and we gave out some of our club cards to attract them to ABD.









## Coffee &amp; Cruise – Hervey Range and Balgal Beach

Our Sunday morning coffee runs are proving very popular, giving us all more opportunities to get out and use our Jags – and enjoy fun company! These get-togethers are quite informal, and don't generally take up too much of our valuable time. We're usually home before lunch, and all club members, family, friends and guests are welcome. We usually have a pretty good turnout, but it could always be better – so please try to join us; it would be great to catch up with you.

On 22<sup>nd</sup> July we met up as usual at Weir School – 10 Jags, including Barry and Sandra, new members on their first outing – a warm welcome to our club from all of us. Peter rocked up in his Mark 2, as did regulars Bernie, Bob, Peter and Allan. Chris & Jason and Garry couldn't join us for coffee so 8 cars, including Doug & Glenda's XE and my Mark X, set out along the Hervey Range Road to the tearooms, where our booked table awaited.



Glenda took some imaginative shots of our cars roaring up the Range – this one through a door mirror! I'd never have thought of that.....



We must have caught the staff at the Tearooms on a bad day. The place was crowded, although I've seen it worse on weekends, but we still had to wait around 45 minutes in the queue to place our orders, then a further hour for the food and coffee to arrive at our tables. By then, our tummies were rumbling and tongues slaving – but it sure tasted good when it arrived!

After we'd had our full of coffee and brunch, I had the opportunity to drive Doug and Glenda's XE while Glenda drove the Mark X. I suspect Glenda may be falling in love – I'll have to invest in wheel clamps!



On the way back to town we took a slight detour to Jag Central in Rangewood, to check out the progress - or otherwise – of my current non-runners, a 1966 3.4 "S" Type and a 1989 XJS. Hopefully not too far from joining us on one of our future coffee mornings. After all, there are 52 weekends in the year.....



While at the Tearooms we had a fairly prolonged discussion about where to go for our run on the following week, Sunday 29<sup>th</sup> July. The general consensus was to opt for a longer run to Forest Beach, about 20kms east of Ingham, for lunch. In the end, several people couldn't make it due to other plans, and a couple of us didn't want to risk taking the older cars so far without backup – so we incorporated a shorter run option to the programme, to the Cyclones Show & Shine at Jezzine Barracks.



We met up at the Caltex petrol station Yabulu – 6 Jags, including our Treasurer and Secretary Jim, and Garry bringing his 2002 X-Type out for it's first outing. Meeting under the tree, we were confronted with a veritable dustbowl. Gone is the green grass we have enjoyed in previous times - admittedly well over a year ago – so each breath of wind threatened to coat our lovely cars!!

Jim and Garry opted for the Show & Shine, so that left Barry & Sandra, Eddie & Anna, Ross and me to decide whether to go all the way to Forest Beach, or to cut the trip a little shorter and visit Balgal Beach for some fish 'n' chips. Eddie had a suspect fridge/freezer at home he didn't want to leave for too long, so Balgal it was.

Arriving at Balgal, we went the "long" way round, along the grandly-named Esplanade, past the caravan park chock-a-block with Grey Nomads, to our watering hole. Ross ordered a half portion of chips and got a shovel-full, which he polished off as only an ex army man can. I got a serve of fish & chips, most of which I brought back home with me! Great if simple fare, and you can't complain about the portions!!



Lee only stayed long enough to polish off an iced coffee, as you can see from the photo. No, that's NOT a bottle being shoved into Ingrid's eye.....

Another lovely day out. Just before we set off back home, Eddie was heard to say we should have gone for a longer run..... Which just goes to show you can't please all of the people all of the time. Hopefully, we can please most of the people most of the time.

Hope to see YOU at our next coffee morning.



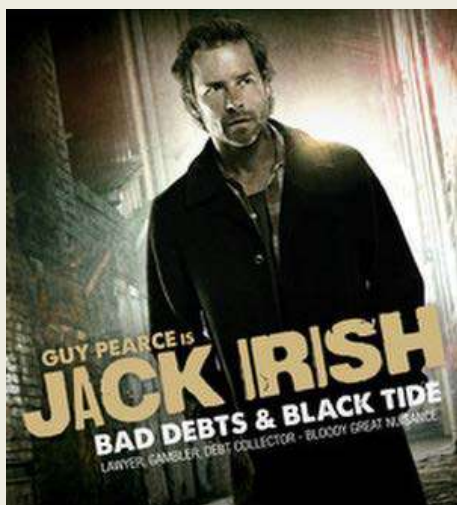


## Famous Jags

Chris Pannia

### The 2005 4.2L Supercharged Jaguar V8 X350 in the current Jack Irish TV Series

On Sunday nights at 8.30 the ABC presents Series 2 of the Australian drama "Jack Irish" with the return of most of its lovable and eccentric characters. It stars Guy Pearce as Jack Irish, a somewhat battle scarred and weary lawyer cum investigator involved in the dodgy horse racing world with Harry Strang (Roy Billing) ably assisted by Cam Delray played by Aaron Pedersen, right hand man and trouble shooter to both.



The characters and setting capture certain iconic Australian elements including the Prince of Prussia pub inhabited by ancient football devotees and the fixing of horse races. It is a show that does not take itself too seriously and its laconic, laid back, dry humour is one of its greatest attractions as is the zircon blue 2005 4.2L Supercharged Jaguar V8 X350 driven by Aaron Pedersen.



The Jag has appeared in Series 1 and 2 and in the movie versions. In Series 1 it was involved in covert surveillance of the enemy, clandestine tailing and a few fast and free tail spinning car chases with effective close up, zoom and panning shots to show off the robust profile and muscular form of the subtle shimmering blue machine. In Series 2, in the first 2 episodes the appearance of the Jag has been less obvious, only the acute observer privileged a glimpse of this shy creature. In fact there were more side view shots of Jack's 1971 Rover 2000 MK 11 and an excess of Holden badges and black villainous 4WD's. The serious Jag watcher starts to wonder if this for real or is it just a tease to test if they



can hang in there for three more episodes. However in episode 3 the Jag appears in its greater glory with a long side view shot parked outside the meeting place of the unofficial horse racing committee where one of the characters comments that "this looks like a meeting of the Jag club". In a later scene it glides into a park position outside a drug lab.

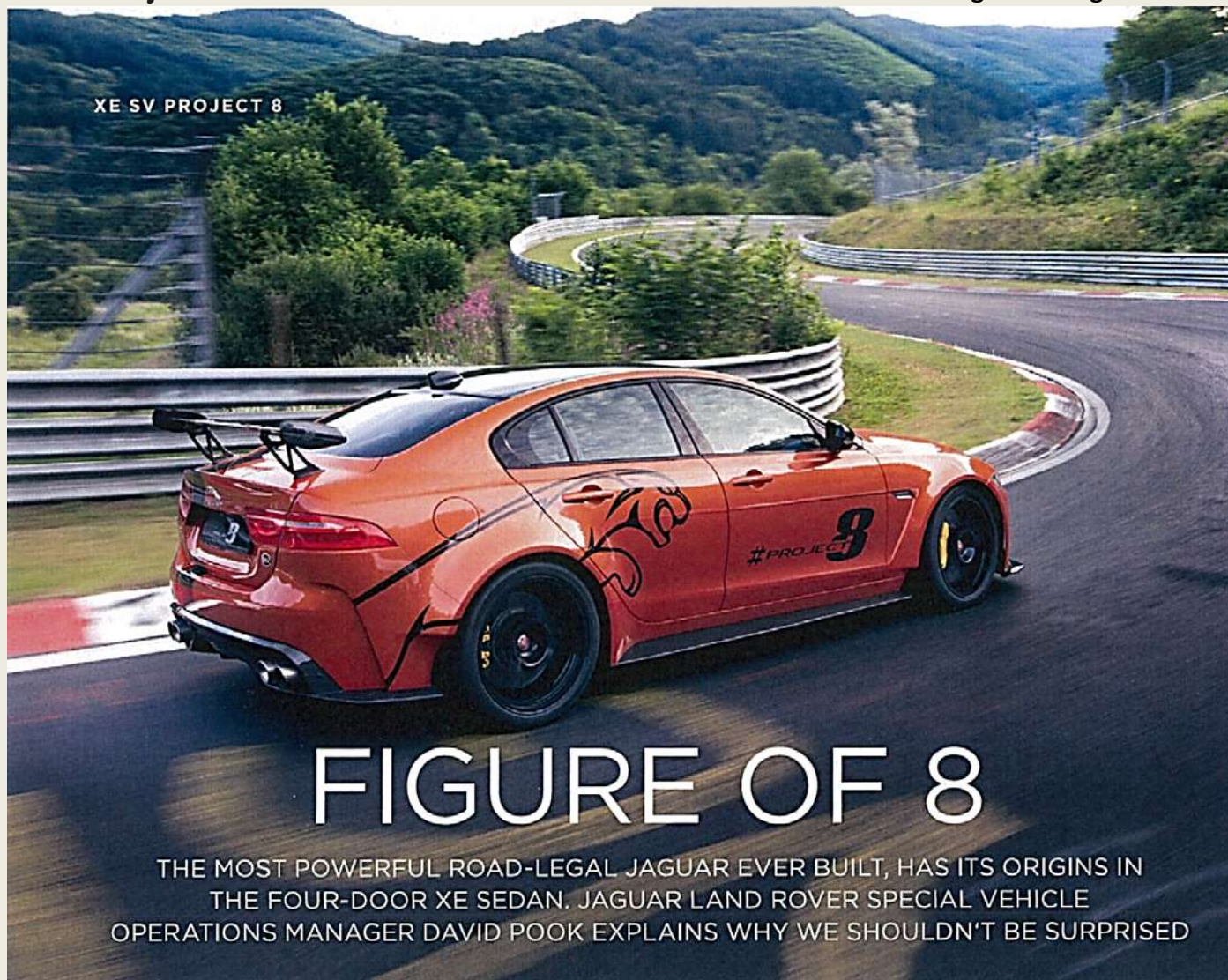


For the final three episodes of this series instinct tells me the Jag will appear more frequently as the action and drama increases. So keep Sunday night free for Jaguar watching in the comfort of your own home.





## XE SV Project 8

Acknowledgement [Jaguar.com.au](http://Jaguar.com.au)

Germany's Eifel region is not just a topographer's dream. Rolling plateaus formed by the erosion of volcanic mountains are interspersed by dense forests and vibrant streams. For over ninety years, this mystical part of the world has been home to the 12.9 mile Nürburgring race track, famously christened by F1 legend Jackie Stewart as "The Green Hell".

The long and winding circuit is possibly the most exacting test any car will ever face, which explains why Jaguar has brought its XE SV Project 8 here for such an extreme test. Capable of accelerating from 0 to 60 mph in 3.3 seconds (making it the fastest accelerating Jaguar ever) the car features a 592bhp V8 engine, all-wheel drive and just about everything in the magic chest of drive-train and handling technology available today, sharpening the claws of Jaguar's attractive four-door saloon and creating the ultimate track maestro. One man knows better than anyone why the XE was the perfect platform for Project 8.

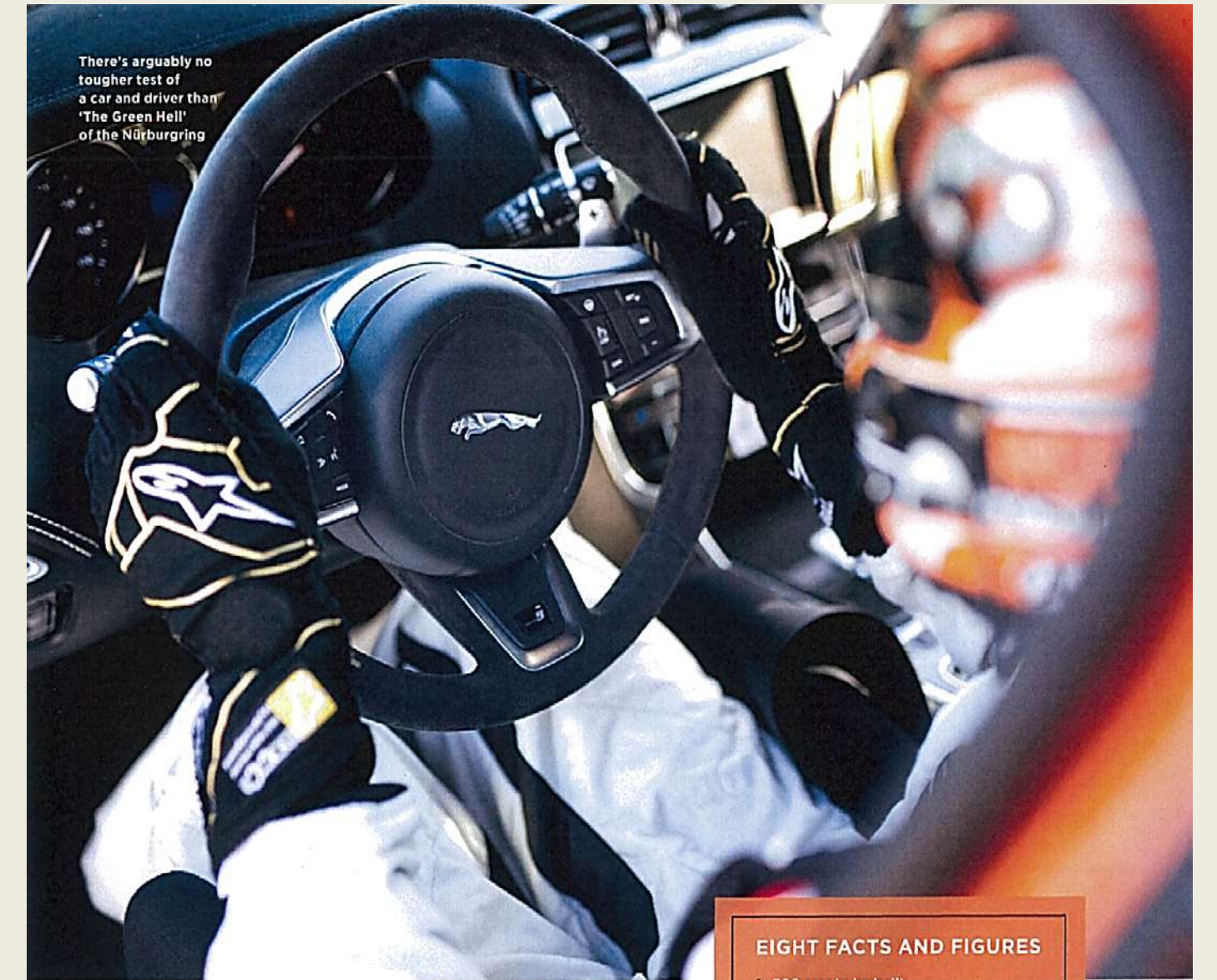
42-year-old Vehicle Dynamics Engineer David Pook is a graduate of Coventry University's Automotive Engineering Design course. A sports car enthusiast for as long as he can remember, Pook has been living this dream ever since joining

Jaguar Land Rover. Over seventeen years many of the Jaguars carrying the "R" badge have passed across his desk. The move to SVO to head up his own team and tasked with delivering vehicle dynamics on all SVO products was in Pook's words, "a door I always wanted to open".

SVO is tasked with showcasing Jaguar's capabilities and engineering. Regarding the decision to utilise the XE Pook says, "It wasn't a case of seeing what we can do with XE – it was more about what we wanted to achieve as a team. We weren't interested in making a hero car that only a few can get on top of." The SVO team is rightly passionate about ultra-high-performance cars and wanted to do a small volume track car. "We wanted to create the ultimate driver's vehicle." XE features Jaguar's latest generation platform, which suited exactly what the team needed.

Even the fact that this was a four-door car, which is unusual in this segment, made perfect sense from an engineering point of view. Project 8 presented several engineering challenges. As if shoehorning a V8 engine into the XE (which wasn't designed with this engine in mind) wasn't enough, guaranteeing a certain level of extreme performance and accompanying grip meant that the engine needed to be mated to all-wheel drive.





There's arguably no tougher test of a car and driver than 'The Green Hell' of the Nürburgring

Essentially Project 8 marries an F-TYPE SVR all-wheel drive power train into the rear-wheel drive of the XE. The hardware – a centre clutch sending torque to the front axle when required, an electronic rear axle differential and torque vectoring on both axles, makes for a satisfyingly connected driving experience – highlighting in essence the fact that software is as much the performance lever in the tuning environment as the components themselves. What makes Project 8 so special is its level of connection between the software modifying the car's behaviour responding to steering and throttle inputs and the driver.

Asked what made him proud about Project 8, Pook refers to its tactility, "It genuinely makes you tingle, not just at the Nürburgring. This is a no-nonsense, no compromise car. Everything we needed to hit our performance targets, we did."

**OFFICIAL EU FUEL CONSUMPTION FIGURES FOR XE SV PROJECT 8**  
in l/100km: Urban 12.4; Extra urban 9.5; Combined 11;  
CO<sub>2</sub> emissions (combined) g/km: 254.  
For comparison purposes only. Real world figures may differ.

Discover more on the testing, visit [jaguar.com/project8](http://jaguar.com/project8)

#### EIGHT FACTS AND FIGURES

1. 300 cars to be built
2. 80% of the major engineering content is unique to the XE SV Project 8
3. 0-60 mph in 3.3 seconds
4. 200 mph top speed
5. Power output of 600PS (700 Nm)
6. 8-speed transmission with 0.2 seconds quickshift paddle gear change
7. Carbon ceramic brakes (400 mm front)
8. Special lightweight forged alloy wheels with Michelin Pilot Sport Cup 2 tyres

“WE WANTED  
TO CREATE  
THE ULTIMATE  
DRIVER’S  
VEHICLE”



Details supplied by Roz and Paul Willcocks Hydeaway Bay Caravan Park who have kindly offered to display the bus at All British Day 2019. The club is calling in on Tranquilo coming back from Airlie Beach.

### Bristol Lodekka

Manufactured 1959, Model LD6G

Engine: Gardiner 6 cylinder 8.2 litre diesel

#### History of the famous Bristol Lodekka

The Lodekka gets its name from being 200mm lower in its overall height compared to its nearest rival at the time. They originally had five patents on the design including the then advanced “stepped differential” that allowed a much lower saloon floor level than its competitors.

Their body work is fabricated from aluminium and timber with some fibreglass panels. The first units off the production entered service in late 1954. They were mostly used in provincial cities and country runs as they were faster than its competitors. Bristol offered variants to suit different conditions and requirements from bus operators. These include a choice of: 4 engine variants, Bristol manufactured BVW 5 or 6 cylinder and the Gardiner 5 or 6 cylinder.

4 or 5 speed gearbox

and 4 differential ratios.

Other variations include body work such as open or closed lower platform and a selection of destination panels.

The LDs were manufactured from 1955 – 1959. Following the LD Lodekkas were new models such as the FLF (longer and a front entry) and FS (short) and the VR (rear engine) Lodekkas. 2600 units were manufactured in total. Bristol stopped manufacturing Lodekkas in the late 1960's as a result of Prime Minister Margaret Thatcher's economic policy of fewer and bigger manufacturers for the UK.

#### Top Deck Travel.

The story of the Lodekka doesn't stop there. Skroo Turner (Flight Centres) formed a travel company in 1973 using the Lodekkas as a mobile home for backpackers travelling Europe. Top Deck acquired roughly 80 Lodekkas over the period of 1973 to 1995. The Lodekka did tours in many continents including Europe, America, North Africa and Russia/Scandinavia. The most famous of all these trips were the Asian overlands. They were a 40,000km round trip for the Lodekka from London to Kathmandu in Nepal via the Middle East and back again. Top Deck used the LD model specifically for this arduous trip with most buses doing 80,000kms each year travelling to and from Kathmandu, some for over 15 years. The Lodekka was used in public service for around 10 – 15 years, knocking up roughly 1 million kms and then Top Deck put them back on the road again for another million! Robust British engineering.....

#### History of 503BTA (Tranquilo)

Entered service July 1959 with Western National, fleet No. 1951, stationed at Plymouth depot on service 93 (Plymouth – Kingsbridge – Dartmouth).

February 1962 transferred to Torpoint Depot.

July 1969 transferred to Totnes Depot.

June 1976, it was withdrawn from public service with a total public service life of 17 years.

1976 – 2013 used for spare parts, stationary cafe, failed restoration project.

June 2013, Purchased by Paul and Roz Willcocks who commissioned the London Bus Export Co. UK to fully restore the coachwork and the mechanical side to road worthy standard. This project took them 2 years 8 months. It was shipped to Port of Brisbane in March 2016 and driven up the Bruce Highway to its new depot in Hydeaway Bay, The Whitsundays. Restoration continues.







# Technical Matters



## Preparing for TARGA 2018

Nigel Miller



Many will remember that several months ago it was announced at one of our monthly meetings that **Russell & Claire Botha** were planning to take part in the TARGA Great Barrier Reef event at the end of August - the first TARGA event to be held in Queensland, which promises to be a challenging and popular event.

Participation in TARGA is not cheap, with application fees around \$3,000, but commitment to the event does not stop there. The more Russell read up on the huge number of documents and information sheets, and the technical requirements for participating cars, the more he realised how much would be demanded of him, in time, resources – and yes, money!

In December last year, Russell bought Glen's gold XJS, sight unseen, but knowing the low mileage car was in reasonable condition and only required a few things sorted out to be an enjoyable addition to his stable. A new fuel tank, pump, injectors, fuel regulators and hoses, along with a rebuilt brake master cylinder and a new set of tyres, allowed for a roadworthy certificate and club rego, and a few weeks of enjoyment; but then TARGA came along, and this was the car nominated to the task.



*Preparing for transport from Townsville to Julatten*

Never one to do things by half, Russell set about preparing the car for scrutineering, taking place in a few short weeks, including the following:

- Full front suspension rebuild, involving removal of the front sub-frame, with new brake rotors, rebuilt calipers, new disks, shocks and springs, together with replacing all bushes, mounts and ball joints.
- Full rear suspension rebuild, including all of the above
- Custom alloy 62mm radiator
- New viscous fan unit plus electric fans mounted in front of the a/c condenser
- 115A alternator
- New water pump
- Full steering rack rebuild, new power steering pump and idler pulley, plus all new belts
- 2½ inch custom stainless steel exhaust front to back

Once all that is completed, the already impressive paintwork will be refreshed, and the car will be ready for its race number and identifying decals.

If that's not commitment, I don't know what is!!

I'm sure all members will join me in wishing Russell and Claire a successful and enjoyable TARGA adventure. Be sure to keep us up to date on your progress – and I for one can't wait to see photos of you and your car on the starting line.

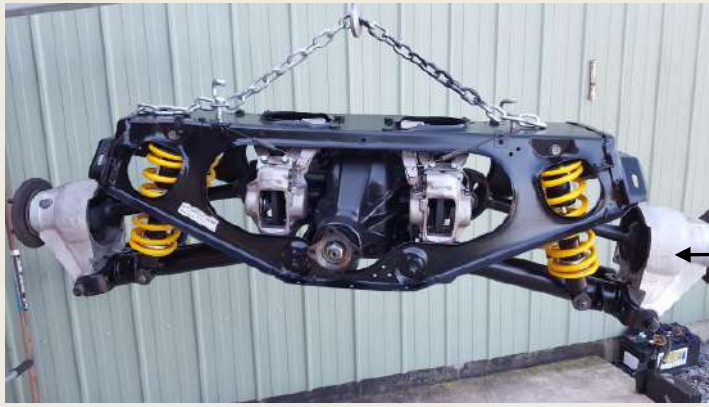


*Rebuilt brakes look a treat!*

*Front sub-frame going back in*







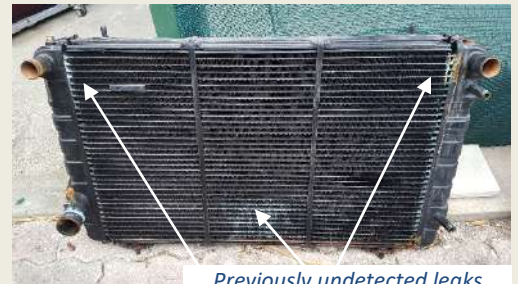
IRS ready for re-installing

## Jag Central update – XJS cooling system

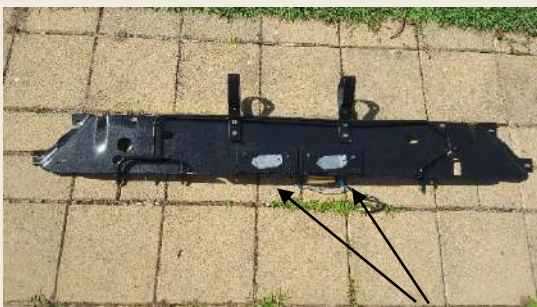
Nigel Miller

Last month I discussed the reasons for undertaking an overhaul of the cooling system in my 1989 XJS V12. As usual, removal of the coolant crossover pipe - the current weakest point in the system - was an involved process, requiring the removal of the front and under skirts, the top radiator cross member, the radiator itself, radiator cowl, and both air cleaner housings, plus the expansion tank fitted only a few weeks ago.

The crossover pipe looked to be in quite good condition, apparently a bonus because they are no longer available from Jaguar, and no amount of phone calls both local and international, could find me a replacement. So the pipe went in to Bayswater Radiators to be cleaned up together with the radiator, which required a full re-core due to micro leaks in the side welding, of which I was unaware.



Previously undetected leaks



Heat transfer paste applied to these heat sinks



While waiting for the radiator and pipe to be fixed up, I set about cleaning, scraping and generally tarding up all of those bits that are normally inaccessible. Stripping the radiator top cross member, I found some white powder under the power module mounting blocks. Turns out this is a heat transfer paste (similar to that used in computers) and the blocks act as a heat sink. I had to source this paste from Solex in Somer Street, as Supercheap and Autobarn didn't know what I was talking about!



The pipe and radiator were now ready for collection,

and at least the radiator is as good as new, but the crossover pipe revealed a crack along the pipe seam, which was obviously the cause of the leak in the first place. With replacement pipes unavailable, I scratched my head for a while trying to think of a fix, eventually deciding on a simple trick – I cut off the offending section of pipe and replaced it with a moulded hose. This might sound obvious, but Jaguar made the pipe in steel and copper for a reason, but I had no option but to try it.







The photo on the left shows the split on the end of the pipe, and the photos on the right, the hose replacement.



With the crossover pipe off the car I had access to the two – yes 2! – thermostat housings, so I removed them to bench-test. They both operate correctly as per 82°C. spec.

All that remains now is to reassemble all the bits and pieces and take it for a final test drive. Sounds quick and simple, doesn't it!!!!



## JAGS FOR SALE



**These Jags for Sale ads are free everyone to advertise.**

Contact Joe on 0409 270 971 or email [joepannia@bigpond.com](mailto:joepannia@bigpond.com) to have your ads put into the next issue.

**1989 Sovereign – now getting a new paint job etc. still for sale - will keep you posted with revised sale price!!!**



This 1989 Sovereign is for sale at the reasonable price of only \$3,000. It is currently unregistered and is sold as is – although the car runs very well, and all electrics are functioning. The car is situated in Bluewater Townsville.

If interested, please contact LYN on 0412 034 206 or on [lynwayneturner@hotmail.com](mailto:lynwayneturner@hotmail.com)



## 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.

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## **1964 Jaguar S Type 3.8 Blue - \$11,000**

Automatic. 4 new tyres. 5 knock on spoke wheels. Automatic although the discrimination says Manual. In great condition.



Contact Jeff HARRIS Mob 0400 258 040 or 07 4725 8040 Cranbrook Townsville email: [humpday@bigpond.com](mailto:humpday@bigpond.com)

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## **2002 Jaguar X-Type V6 Auto Light Blue Metallic - \$11,000 negotiable**

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

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## **1984 Jaguar XJ6 Series 3 4.2L Petrol Auto Silver - \$5,000 negotiable**



Selling this nice clean example of a 1984 XJ6. I am assisting my customer to sell, after being inspected in my workshop. There is available a full written report on the vehicle upon request (By texting me your email address). 7/10 condition for age & mileage. The owner of this vehicle is now open to realistic offers. Give me a ring. Nice car. Pity not to miss out!

Contact Chris Mob 0488 351 260 Townsville City



## 1989 Daimler Saloon Registered JAG607 Petrol Auto Blue - \$5,500 ono



Displayed at All British Day Townsville.  
Open to offers.

Contact Graham Meiers Mob 0415 751 888 Ayr

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## 1953 Daimler Conquest 2.5L - \$5,000



For Sale 1953 Daimler in original condition.  
2.5 litre 6 cylinder. Pre select auto. Starts and Drives.  
Front chassis has been cleaned and painted in 2 pack black.

Contact Ross Mob 0423 136 356 Townsville



## 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  
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keyrings etc.  
Phone Jim Bateman 0448 569 191



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



## CLASSIFIEDS



**These classifieds are free to advertise.**

Contact Joe on 0409 270 971 or email [joepannia@bigpond.com](mailto:joepannia@bigpond.com) to have your ads put into the next issue.

### **2004 Rover 75 Connoisseur 2.5 V6 Petrol Platinum Gold - \$7,000**

Registered and in excellent condition. Low 75,000km.





## Selling on behalf of the Club



Chrome taillight surround for XK8/XKR - \$75

XJ6 S2 rear window and chrome strips – offers?

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

---

## Borg Warner 66 Gearbox – Offers Accepted

Good condition, recently removed from 1974 XJ6 Series 2  
Contact Darren 0497 093 252 for details - West End Townsville

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## 1976 XJ6 Series 2 Motor 1986 Series 3 XJ6 Motor - any reasonable offers

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: [humpday@bigpond.com](mailto:humpday@bigpond.com)

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## 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.**

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## 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: 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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Restoration

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Jordan Williams  
Owner/Technician

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