



Northern Jaguar

We are the Jag Lovers of North Queensland

www.jagnq.com

August 2019



**Jaguar E-Pace R-Dynamic HSE
Townsville Jaguar
Fact Sheet p21**



**Special Feature
HISTORY of TARGA**



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



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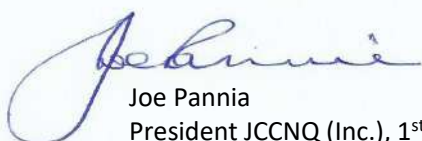
PRESIDENT'S Report



The most fun I had at our July events was the Cyclones Show 'N 'Shine last Sunday. If you like looking at some of the beautiful cars posted by Paul Marsh on our Facebook Page you would have seen some great examples well-presented there. And even a few that Paul had toiled over too, with incredibly detailed upholstery work. No Jags though much to my disappointment. I think we should go as a club next year since it is a good opportunity for promoting our club and a great day out too. There was also plenty to see at the Strand Ephemera and Strand Park Festival afterwards. I dropped in to see our esteemed Red Coats at their hut at the Jezzine complex also. We did go as a club to the Combined Club's Swap Meet. It has always been a good show attracting out of towners and an opportunity for bargains. A lot of work goes into both events and they are great motor shows for our community of enthusiasts.

We had a Management Committee meeting last Tuesday. Traditionally we have had a mid-year review at this time of year. It is a good opportunity to see how we are performing with our stated objectives and also get some feedback on the main issues we have dealt with in the first half of the year. MC members agreed we are going well on our aims with the many administrative functions well executed and numerous events available for club members to enjoy. We have successfully sorted out our Club Rego, Membership Fee Reduction and Use of Club Funds issues (the last item for now anyway). We have satisfactorily worked through our voting changes for the next AGM, however I am concerned that we have not entirely safeguarded the long-term interests of our club by not including our proxy voting conditions in a revised constitution as many clubs before us have done.

A new event invite is the Mega Markets and Car Display this Saturday – another chance to sell our ABD Grille Badges. It's a free Swap 'N 'Sell car boot sale also. The [Charters Towers Community Day](#) is always fun – a huge country town market and just over an hours' rumble down the highway for the Jags. We link up with member Jim Lewis and the Towers Restorers' Club too. But by far the most stimulating event for us will be the [Great Barrier Reef TARGA](#) at the end of this month. I have rather enjoyed doing some research on TARGA and its very long and respected history. Also great talking to our members Russell and Claire about where to stay and how best to see the action. The show evolves somewhat as it gets closer to the day and it has a few different routes compared to 2018. Russell changed 2019 rally cars from the supercharged XJ6 X300 to a supercharged XJR V8. They are really keen on the event doing reconnaissance drives the last two weekends and giving us lots of feedback. I hope their efforts will inspire members to attend. Have a look at the impressive 4 minute 2018 video, photo and link on p4, [Pure Sound](#). Go Team Jaguar!

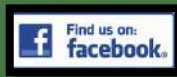

Joe Pannia
President JCCNQ (Inc.), 1st August 2019.



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HERMIT PARK Q4812



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MANAGEMENT COMMITTEE

PRESIDENT:

Joe Pannia



email: joepannia@bigpond.com

SECRETARY:

Ross Douglas



email: rossdouglas01@gmail.com

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
Webmaster	Bernie Holland
Website Co-ordinators	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 Nova Café Stanley St Port Douglas Overnight Trip, Sunday Run Mille J's
May Wednesday 8 th Sunday 12 th , 19 th , Saturday 11 th Wednesday 29 th Sunday 26 th	Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Sunday Runs Weir School, Car Display at Ignatius Park College 50 Year Celebrations Special Prowl 'n' Coffee Run All British Day Promotion Willows Markets
June Saturday 1 st Sunday 2nd Sunday 9 th Wednesday 12 th Sunday 16 th , 23 rd	All British Day Dinner All British Day, Cathedral School, Mundingburra Townsville Charters Towers Motor Show Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Heritage Day Anzac Park, Run Weir School
July Sunday 7 th Thursday 11 th (rescheduled) Sunday 14 th , 21 st Sunday 28 th Tuesday 30 th	Run Weir School Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Combined Clubs Swap Meet Townsville Show Grounds, Prowl 'N' Coffee Run to The Strand Cyclones Show'n'Shine Jezzine Park Brunch Run to Balgal Beach
August Sunday 4 th , 11 th , 18 th Saturday 10 th Wednesday 14 th Sunday 25 th Friday 30 th - Sunday 1 st September	Run Weir School Car Display at Rotary Mega Market Reid Park Townsville Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Charters Towers Community Day TARGA Great Barrier Reef Tour – Cairns Overnight
September Sunday 1 st , 8 th , 15 th , 29 th Wednesday 11 th Sunday 22 nd	Run Weir School Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Car Display and Cruise Regis Aged Care Kirwan
October Sunday 6 th , 13 th , 20 th Wednesday 9 th Sunday TBC Sunday 27th TBC	Run Weir School Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Ravenswood All British Day Reviver to Giru via Woodstock
November Sunday 3 rd , 10 th Wednesday 13 th Sunday TBC Saturday TBC, TBC	Run Weir School Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Burdekin Machinery Display, Cruise to Mingela for lunch Christmas Party Townsville, Annual General Meeting

Monthly General Meetings: Dinner 6:00PM. Meeting: 7.30PM on 2nd Wednesday of the month except Jan and Dec. at Cluden Park Motor Inn, 6 University Rd

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



I didn't expect to have so much fun getting this NJ out. With our Great Barrier Reef TARGA coming up soon, some background history to enthuse members seems appropriate. What a great and venerable past this race has. Appears TARGA Florio was one of the first of the gruelling rallies held and the precursor to many of today's big world championship events.

The [TARGA](#) related articles have bulked out this edition somewhat but I have reduced the number of photos in our other stories and inserted links to our website gallery where you can view many more photos. Thankfully I have just managed to get our pro version working very well again.

Dean at [Townsville Jaguar](#) has given us a fact sheet on the E-Pace so here it is on our cover. Quite a fine looking example of a compact SUV, seems like it would perform well on any of the difficult terrains we see at TARGA.

We have some good coverage of our day out at the Townsville Combined Clubs Swap Meet. Members picked up some bargains at the motor only swap stalls and checked out the cars and bikes in the car display area, a small display compared to the recent Towers Motor Show. We had fun selling our club and All British Day memorabilia. A good promotion for our club, but no newspaper or TV crews as in 2018.

Our other calendared event for the month was the Cyclones Rod and Custom Club Show 'N 'Shine. We did not attend as a club but members who went along had a good day out. We have some great shots of the cars and bikes and over a hundred photos on our website gallery. I managed to give my phone to the chap on the cherry picker who was taking promotional photos of the event and was lucky enough to get some beautiful aerial photos and a great panorama view of the whole colourful scene. A big show!

We will have some input from the Rotary Mega Market on this weekend, only had very short notice it was on. The Towers Community Day is always a good chance for some fun and great colourful photos and of course anticipate the next NJ to be full of our TARGA coverage after the big event. Expect it a few days later than usual since it is on until Sunday 1st of September and we are staying on in Cairns until Monday for an extra break.

Thanks to Jim Bateman for sending in the article about Stirling Moss's win at the 1955 TARGA Florio. It's an eventful description of that race. [Stirling Moss](#) won numerous races and rallies but no actual world championships. Nigel has some more Jag Central technical matters. We will have input from members other than our regulars next NJ so the many stories waiting out there can be told!

Thanks to everyone for your positive feedback on our newsletter. Hope you enjoy reading this NJ. Cheers Joe.

Cover Photo: The Jaguar E-Pace is the first compact SUV and it has got a lot going for it - genuinely capable handling, a beautifully crafted cabin and as always visually desirable. E-Pace borrows a few styling cues from the F-Pace but also counts the stunning F-Type as one of its key design influencers. See the Townsville Jaguar Fact Sheet for more details.



Targa Great Barrier Reef 2018 - Jaguar XJ-S V12 HE. Follow our members Russell & Claire Botha as they compete last year. Russell makes that Jag roar! Go Team Jaguar! [Link to 4 minute video.](#)



Coming Events



Townsville Rotary Markets - Buy Swap Sell Mega Market Saturday 10 August 8.30 am to 2.00pm.

It is an opportunity to hold funding raising activities. There is no cost for participating.

TRM has invited us to attend the Mega Market and display at least 3 Jags.

Market is in Reid Park with entry via the Townsville Railway Station on Charters Towers Road at 8-8:30am.

We can sell our All British Day Commemorative Grille badges (\$10) to the public and stall holders.

We have special permission to walk around the Market to sell them, not normally allowed at Rotary Markets.

Please contact Chris on Mob 0429 434 053 if you would like to display your Jag and help us sell the badges.



TARGA Great Barrier Reef Tour

Friday 30th August to Sunday 1st September



After a most successful Targa 2018, the amount of interest in the [2019 Targa Great Barrier Reef](#) is immense.

Our members Russell and Claire Botha have entered the tour now with a supercharged XJR X308 Jag.

They are keen for our club to come along and support them.

Please see the invites from Chris and more accommodation information from Wendy, still not too late to book! Most of the course action is on the Tablelands with a big festival weekend in Cairns.

Friday night opening is at the Cairns Convention Centre, Car Display on the Cairns Esplanade Saturday Night.

We plan to stay Friday night in Atherton and Saturday night in Cairns, lots of northern members will be there.

We have a 6PM dinner at Tolga Hotel on Friday night and 7PM dinner on Cairns Esplanade Saturday night.

See the Special Feature in this NJ about the History of TARGA and other information such as Course Stages map and information and also the Spectator Guide.

It will be a great northern trip for our club and great to support Russell and Claire. **Go Team Jaguar!**

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CHARTERS TOWERS COMMUNITY DAY

8am-1pm
Sunday 25th August
Centenary Park

2019

PLANTS
FRESH PRODUCE
CRAFT
LIVE MUSIC
CHILDRENS
ACTIVITIES
COMMUNITY INFO
MARKET STALLS

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

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community services

Car Display and Breakfast Regis Aged Care – Sunday 22nd September



We have been invited to display our Jags again at the Regis. **Great breakfast**, come along and **make the residents happy!**



Social Events



Townsville Combined Motor Clubs Swap Meet - Sunday 14th July

Joe Pannia

A perfect sunny Sunday for the [Combined Clubs Swap Meet](#) at the Townsville Showgrounds. It certainly was another huge success. Opening time was 6AM and by 7:30 there was a massive crowd of people there chasing the early bargains. There was a mountain of motor and machinery items for sale, no bric-a-brac is allowed though. I saw one person with a garden trolley who made several trips to his vehicle to unload goods. That's keen!



As well as the Swap Meet there was a display of veteran, vintage and classic cars, motorcycles and stationery engines. Our club claimed a site for the car display by putting up our club gazebo on Saturday morning as suggested by the chief organiser John Weber. Our ardent Lag lovers showed up with a good turnout of eight Jags. We also wanted to sell our remaining 2019 All British Day Grille Badges so we had our big Union Jack flying to attract attention. We had approval to walk around selling them and managed to peddle a couple of dozen so it was worth it. There are still quite a few left. At \$10 each they are a bargain so we won't need to discount them. Thanks to the members of the Combined Clubs for organising a great show. It brings a lot of the local clubs together and there are customers and stall holders attending from out of town. The major beneficiary was Ronald Macdonald House.







Another big [Show'N'Shine](#) by the [Cyclones Rod and Custom Club](#) last Sunday at Jezzine Park on The Strand. It was a slightly smaller area of the park in Kennedy Regiment Plaza but with flatter ground and chock full of beautifully presented displays. About 150 cars and 40 bikes with lots of Trade, Entertainment and Food Stalls. Several clubs including the Mini Club, Falcon GT Club, Early Holden club and others were set up on the grassy mound at the Mitchell Street end overlooking their displayed cars. There was still plenty of room for the Jag Club - maybe next time. I'm sure patrons would have enjoyed seeing our Jags there.



Here is a small snapshot of the many cars and bikes. I managed to hand over my phone to the chap on the cherry picker who was taking promotional shots of the scene. Great to have that beautiful panorama shot with Castle Hill in the background. Thanks to the guys at RJD Classic Supplies and Services and Kennards Hire who provided the cherry picker and taking these aerial photos. Very much enjoyed the day out at undoubtedly the biggest car show in town!







Contributions



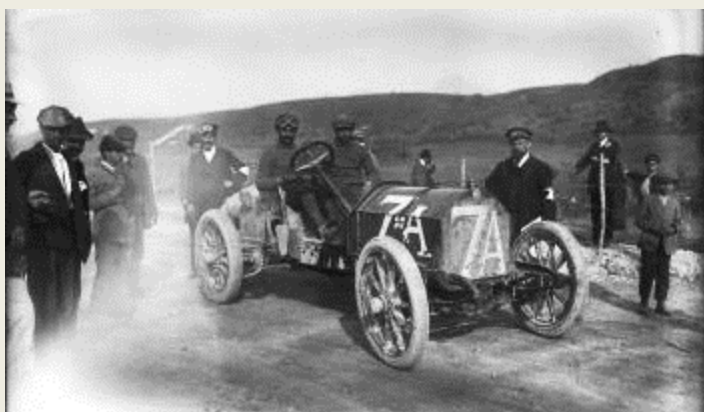
History of TARGA

Joe Pannia

[TARGA GREAT BARRIER REEF 2019](#)

Acknowledgement to TARGA Australia

In May 1906, Vincenzo Florio, the car-loving son of a prominent Sicilian family, established one of the world's greatest road races. The event took participants on a ride through the spectacular, narrow, winding and precipitous roads around the Mediterranean island, demanding the highest road racing and rally skills to complete the course. The prize offered by Florio for the winner was a simple, yet coveted plate bearing the Florio family crest. As the word for plate in Italian is Targa, the event was appropriately named Targa Florio. Sadly, Targa Florio is no longer run to its original format, but over the decades, Vincenzo Florio's 'Targa' has inspired enthusiasts to continue his legacy, half a world away.



In 1990, Max Stahl and John Large met over dinner at Large's Perth home with ideas for a tarmac rally involving classic cars on Tasmania's picturesque driving roads. Within a few hours of brainstorming and an almost "spontaneous combustion", the essential framework for Targa Tasmania was constructed. In his role as CAMS president, Large had various Tasmanians trying to come up with an event for the state and as a born-and-bred Tasmanian himself, was a driving force in getting a tarmac rally up and running in Tasmania. Equally, determined enthusiasts helped both Large and Stahl and collectively they turned their dream into reality in April 1992 when the inaugural Targa Tasmania was held. The inaugural event covered 2000km of the island; some 472km reserved for unbridled Targa stages.

The success of the first event saw many eager expressions of interest for the follow-up event in 1993 and made it clear that Targa Tasmania was about to explode into a much bigger, truly national event. With the combination of a new expanded competition and class structure, better communications and the fine-tuning of an already world class route, the 1993 Targa Tasmania solidified the event's new-found legend status and place on the annual motorsport calendar.

As Targa Tasmania grew, so too did the competitive offering – smaller two and three day events were offered around the country creating the CAMS Australian Targa Championship. From the rugged World Heritage wilderness of Tasmania, to the tropical rainforest and coastal roads of Queensland, and across the alpine mountains of Victoria's High Country, competitors compete for the prestigious CAMS Australian Targa Championship title.

Over the years, thousands have been enchanted by the allure of Targa's 'money can't buy experience'. It's the rawest form of motorsport where legends compete with the novice, side-by-side. Where winning is not always the aim, but where camaraderie overtakes competition. It's an addictive experience, a sense of accomplishment impossible to find anywhere else in the world of motorsport. It is Targa!



The Targa Tour

The Targa tour is a unique opportunity to share in the centuries old history of Targa, dating all the way back to 1906 in the rolling hills of Sicily, Italy. While built on traditions, Targa continues to renew itself and revolutionize the world of tarmac rallying. You will get to experience some of the world's ultimate driving roads with some of the most exciting challenges waiting to be conquered

Targa tour was designed for you to enjoy your pride and joy, on some of the world's most beautiful driving roads without the pressure of competition. Created to allow people to drive their cars on closed roads, in a safe and structured environment at speeds not normally allowed on open roads. In the Targa tour, you will experience the primal thrill of tackling turn after turn, the exhilaration of driving your car, as it was designed, on roads that are otherwise never closed.

Travelling along the same route as the competition vehicles, you will rub shoulders with legends in an event where camaraderie overtakes competition. Grouped into packets, the tour is led by our experienced Tour Leaders, who are there to assist your driving pleasure and match you up with like-minded Tour participants.

With a cross section of marvelously restored classic vehicles as well as the latest in grand touring and sports vehicles, the Targa Tour is for anyone. Enjoy driving your vehicle at speed through the rugged World Heritage wilderness of Tasmania or the tropical rainforest and coastal roads of Queensland, and across the alpine mountains of Victoria's High Country.

Enjoy fine food and wine, high quality restaurants and accommodation and the beautiful scenery; the Targa tour is a complete adventure.

Targa Competition

Targa is a genuine, red-blooded motorsport event. Inspired by its namesake, Targa Florio, it is a tarmac rally designed for the true motoring enthusiast. Drawing on concepts directly from the best features of the Mille Miglia, the Coupe des Alpes and the Tour de Corse we have created the world's largest Tarmac Rally.

A Tarmac Rally is a unique form of motorsport where Tarmac Rally Cars compete on sealed roads closed for competition. Cars start at 30-second intervals and race against the clock, and themselves with the winner being the fastest car over all stages. Cars are grouped by class and category in the full competition.



The Targa Competition is your passport to driving your competition car through some of the most beautiful, yet technically challenging sealed roads, testing your driving capability and the tenacity of your service crew. You will experience the primal thrill of tackling turn after turn, the exhilaration of driving your pride and joy, as it was designed, on roads that are otherwise never closed.

Targa however, is not about notoriety or prize money – it's about a romance between man and machine; where camaraderie overtakes competition. It's the rawest form of motorsport where legends compete with the novice, side-by-side.

Whether you are entering for the ultimate Tarmac rush, or to fulfil your competitive streak, these competitions offer an experience of a lifetime. It's the closest thing to 'living on the edge, while sitting down.

TARGA 2019 Course Information

Running from August 30 to September 1, the main changes focus on day two - Saturday, August 31 - with the inclusion of the Mareeba and Springmount stages.

The town of Mareeba, renowned for its diverse range of crops, coffee and nuts and a host of key tourist attractions, will also act as the lunch stop for Leg 2.

"We are delighted with how the final make-up of the course has come together," Targa Australia chief executive Mark Perry said.

"Course design in Targa events tends to be evolution, not revolution, so the extras included this year certainly further enhance an already excellent course from 2018.

"I think the inclusion of the Mareeba section will provide exciting and new challenges for competitors and also some great spectating opportunities for the fans.

"Our team has worked incredibly hard with local authorities to finalise what we believe will become one of the best tarmac rally events in the world.

"It is already acclaimed by our large competitor base as one of their favourite events after the success of the maiden 2018 Targa Great Barrier Reef event."

Friday 30th August

The rally again commences with the short 6.01km run through Green Hill before a further four stages, Gillies Range (19.47km), Little Mulgrave (19.47km), Lake Morris (11.52km) and Copperlode (11.52km) complete Leg 1.

Saturday 31st August

Leg 2 features the new additions with Targa Stage (TS) 6 Springmount (6.14km) kicking off the day followed by the 7.33km Mareeba run ahead of the lunch stage in the idyllic tablelands town.

The afternoon then sees the rally move to the 6.14km Upper Barron, 8.46km North Johnstone and Yungaburra (6.57km) tests.

Sunday 1st September

Leg 3 commences with the mighty Kuranda Range TS11 stage comprising 11.31km followed by the 13.50km of Malanda, 14.55km (Moregatta), 28.81km each of Millaa Millaa and Palmerston before the event ends with the 16th special stage, Theresa Creek (14.55km).

The second running of Targa Great Barrier Reef includes a total of 214.17km of intense and challenging competitive stages.

More than 280 entries have been attracted for the event, a huge increase over the inaugural year when the number of cars was capped at 215.

DO'S & DONT'S OF SPECATING

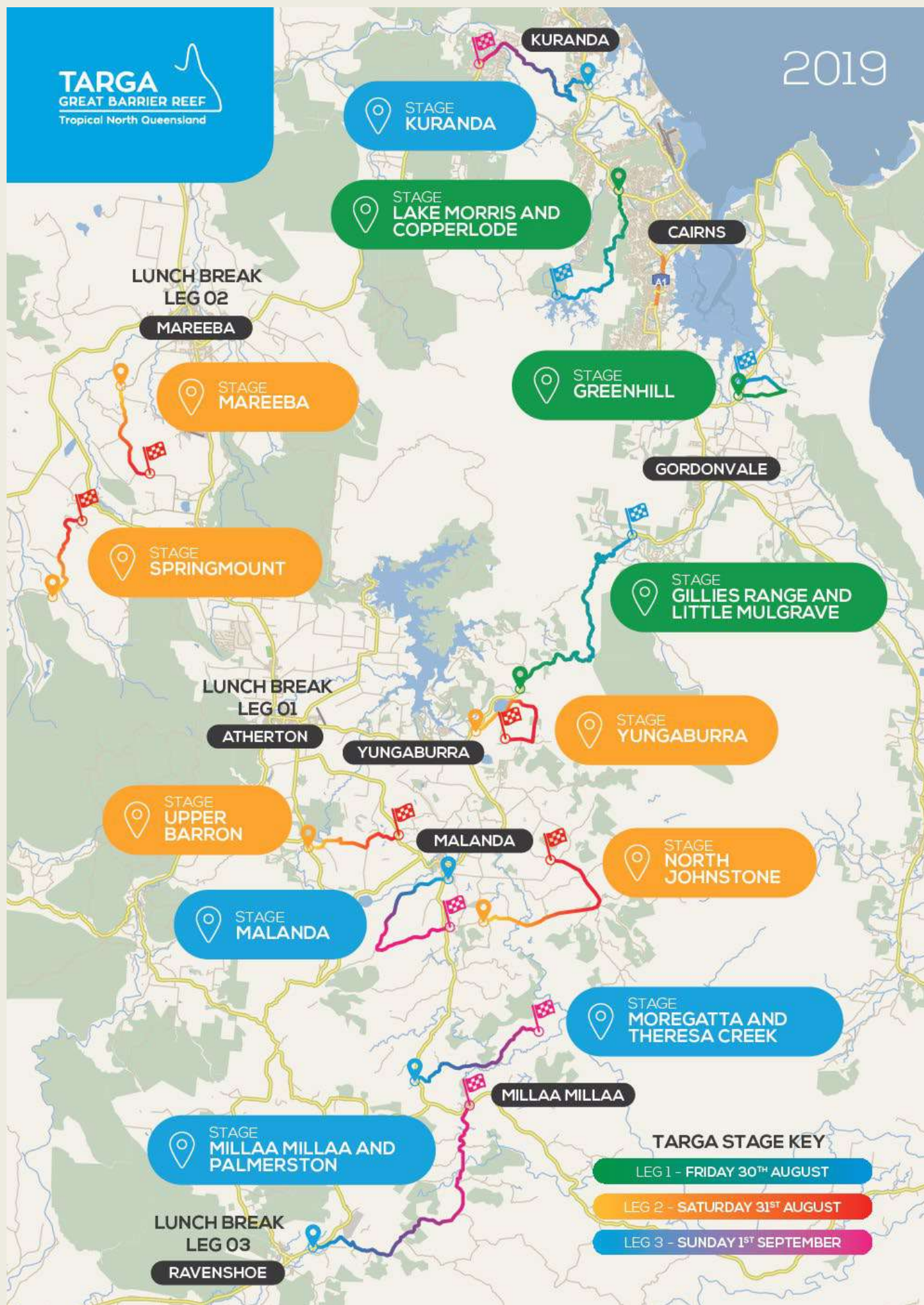


Cars under competition conditions can lose control and leave the defined road at any time. Do not stand in any areas which are not authorised or which are contrary to the advice of the organisers and officials/marshals.

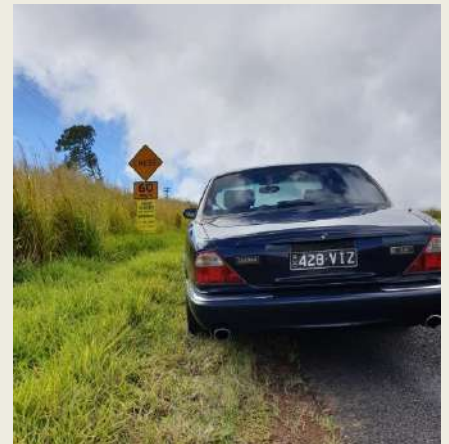
The officials are there to ensure your safety – please respond to all requests of these officials or any other official on the course.

If you are told to move it is for good reason and with your safety in mind.

- Do not try to emulate rally drivers. Remember that if you give cause for complaint it will reflect badly on the rally and the sport as a whole. Drive carefully both to and from public viewing areas.
- Please do not take dogs to Public View Points. If you elect to bring your dog you need to keep them under complete control.
- If you are taking children to Public View Points make sure they are completely under your control. Please ensure that at all times you can react to an approaching vehicle.
- At all times keep clear of controls (Start and Finish points), including from the timing marker to the control area. If control officials ask you to move, please help them by doing so - remember they have a job to do which can be difficult enough as it is.
- If you do want to see a control point in action, remember to stand well back from the control area.



The TARGA course details were published on 16th July and we have kept in touch with our members Russell and Claire who are entering the race now with their XJR V8. We have been taking advice on where our club should camp overnight and best viewing options. Most of the action is on the Tablelands so Friday night there and Cairns Saturday and Sunday night has been recommended to members. Our member at Yungaburra, Jim Raw has suggested his or his son Gordon's properties for viewing the Yungaburra stage on Saturday. The [TGBR19 Spectator Guide V1](#) has been also published in the last few days and I have included an extract about viewing safety and also a link to the pdf. Russell and Claire have spent the last couple of weekends driving the separate stages and below are some photos and discussion that may be interesting and perhaps Russell's enthusiasm may inspire some more members to come.



RB: TS is the stage start. North Johnstone stage. Plenty of viewing at finish and start.

This is the Yungaburra stage again plenty of start and finish viewing.

JP: Thanks Russell that's nice open country should be able to see the cars moving along there the XJR looks good Reccy again this weekend. Staying at Mt Quincan retreat Yungaburra. Highly recommend. In the titanium XJR this time. Will get photos of the property that has been offered as a viewing point.

Couple of drinks to get through 🍷🍷👉

Yes just a couple! Have some more afterwards. Are you referring to Jim and Gordon Raw's properties for viewing points at 99 and 159 Wrights Creek Road Yungaburra?

Yes. We may get to that stage across the weekend

That's great Sounds like a good place to view at Jim and Gordon's houses

159 is on the last straight before the finish.

99 is just after the finish. You can see the TF just in front of the car and the house a little further on.

159 might be the best spot



Yes. Being the last straight before the finish the full spec cars will be flying 🏎️

I'll drop the V8 back a gear for the Jag fans 😊😊

That should make a good roar

Oh yeah. The S/S race exhaust I'm making will be almost straight through....loud. 😊

Sounds good they're all there for the thrill

The 39a Targa Florio took place on 16 October, around the Circuito delle Madonie Piccolo, (Sicily, Italy). It was also the sixth and final round of the F.I.A. World Sports Car Championship. The title lay between Ferrari, Jaguar and Mercedes-Benz, with Ferrari leading 19 points to 16 from the other two marques.



A grand total of 65 racing cars were registered for this event, of which 64 arrived for practice and qualifying. Scuderia Ferrari entered a pair of Ferrari 750 Monzas for Carroll Shelby and Gino Munaron, and Umberto Maglioli and Sergio Sighinolfi, alongside a 860 Monza for the partnership of Eugenio Castellotti and Robert Manzon. One of their closest championship rivals, Jaguar, did not enter cars at all, leaving it to just one locally entered Jaguar XK120 to take up to the fight. Meanwhile, Officine Alfieri Maserati sent a total of six works cars across the Strait of Messina to keep their very slim championship hopes alive. Amongst their line-up was Luigi Musso, Giorgio Scarlatti and Franco Bordoni.



Stirling Moss 1955

The third marque chasing the title, Daimler-Benz AG entered three of their Mercedes-Benz 300SLRs to tackle the 44.64 mile circuit. They had decided to quit racing at the end of the 1955 season, but one last major attempt was made to wrest the World Sports Car Championship away from Ferrari. The cars were to be driven by Juan Manuel Fangio and Karl Kling, [Stirling Moss](#) and Peter Collins, and John Fitch with former Jaguar driver, Desmond Titterton.



Jaguar XK120

The race was held over 13 laps of the 44.64 miles of the Circuito delle Madonie Piccolo, giving a distance of 581.604 miles. Each team of drivers was expected to navigate approximately 10,000 curves during almost 10 hours of driving combined. The Daimler team manager, Alfred Neubauer was planning on each driver being able to run four lap stints.

The first car, an Alfa Romeo 1900 TI started off at 07:00, with subsequent cars departing every 30 seconds. The first of the main competitors, the Ferrari 750 Monza driven by Luigi Piotti and Franco Cornacchia would leave at 07:24:30. Very quickly, Moss set a blistering pace and broke the track record by two and a half minutes. Although his Mercedes was one of the last to be flagged off, he had passed everyone by the end of lap one.

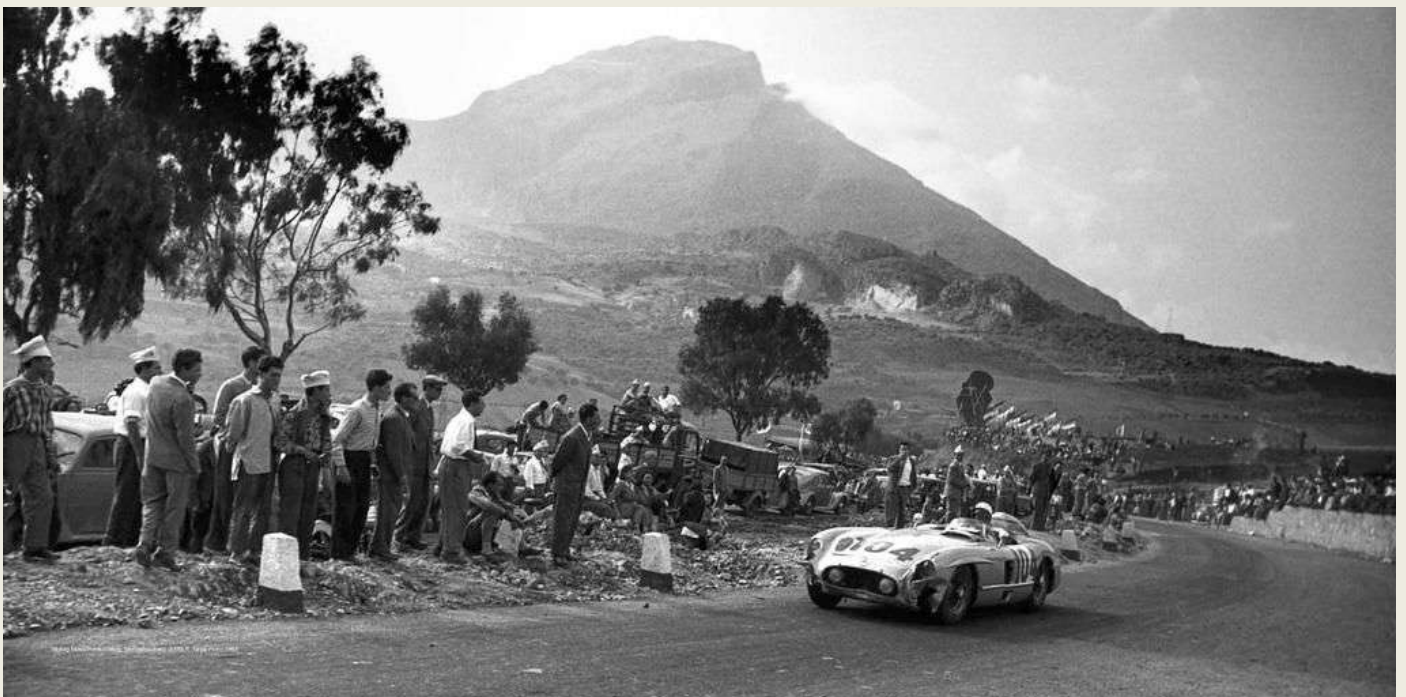
Castellotti's Ferrari split the Mercedes of Moss and Fangio. At the end of the fourth lap Castellotti was in first place and Moss was in a ditch. Moss had crashed but the Mercedes was still in working order if slightly bruised. After help



from some spectators Moss was back on the road but now in fourth place. Collins exchanged places with Moss and took up the chase. Fangio passed the leading Ferrari and handed his car to Kling. Mercedes were now in first, third and fourth. The Mercedes of Moss and Collins would certainly have its fair share of obvious moments, scattered all around the car's body. Still, it was going very fast. The area around the headlights were badly damaged, front corners on both sides were stripped away. And the right side panel looked as though they had had a number of encounters with buildings as the two Englishmen pushed the 300SLR hard through the Sicilian countryside.

On one occasion, Moss pushed at a bit too hard and would go careening off the side of the track. The car avoided heavy damage, and with the help of some local spectators, Moss would rejoin the race, still leading. Trouble struck again when Collins drove straight up a stone wall, his front wheels spinning in the air. Fortunately he was able to put his car in reverse and rejoined the battle. Collins worked his way up to first before returning the car to Moss. Moss drove the only way that he knew how and won going away or in the words of Peter Collins "despite Stirling's efforts and my own to write the machine off!" Mercedes won the race and with it the sports car championship only to quit racing for the second time.

As a result, car number 104 (Daimler-Benz AG), took an impressive victory, winning in a time of 9hrs 43.14 mins., averaging a speed of 59.832 mph. Second place went to Fangio and Kling, for the second race in a row, 4mins and 41 seconds adrift. The podium was complete by the Ferrari 860 Monza of Castellotti and Manzon, a further 5mins 25 behind. Meanwhile, the third Mercedes of Titterington and Fitch were fourth. Next home was the first of the Maserati's, in hand of Carlos Manzini and Francesco Giardini.



TARGA Florio - The Most Beautiful Car Race that Ever Was

Joe Pannia

Acknowledgements MessyNessy, Targa-Florio.net, Zio Billy, Dave Kutz, Tumblr, David, JamesRonan McGrath for Autoweek

Founded in 1906, it was one of Europe's most important and popular races when the Grand Prix tournaments that would succeed it were still just isolated events, not a series like today's Formula 1. A 21 year-old Enzo Ferrari drove his first race in 1919 on the Targa track, and in 1924, Mercedes selected one of their young engineers to compete in a car he had designed himself. The driver, who won the race that year, was Ferdinand Porsche.



It was the kind of race where if a car broke down, the driver would have been invited inside by locals for spaghetti. The track, littered with horseshoe nails, meandered through the tiny twisting streets of quaint Sicilian mountain towns while villagers watched Ferraris speed by at 100 miles an hour, perilously close to their doorsteps. The Targa Florio embodied la Dolce Vita and brought international recognition to Sicily for seven decades, but it was its own dangerous beauty that would ultimately lead to its demise.



The Targa Florio track was the most difficult in the world and unlike any other driving experience. The original Grande 148 km circuit was a single lap of 2,000 corners, most within the ancient crumbling Sicilian villages. Drivers needed at least 60 laps to learn the course and practice days were held in public traffic with local cars going about their daily business, livestock by the roadside and children playing in the street.



For the main event, there were no guard rails to protect the crowd except for a few hay bails here and there. Despite the dangers, locals loved the Targa Florio and the excitement it brought to their island. Every year on race days, which were treated like a national holiday, villagers gathered in the streets, set up their furniture on the sidewalks or even on the roads, played cards and drank Martini, waiting to cheer on the racers as they whizzed by.

Nino Vaccarella, a native Sicilian from Palermo was their favourite driver, who rode in the most powerful car ever to participate in the race – a Ferrari, naturally. In 1962, he was about to win the race when he slowed his car to wave to fans and drove into a wall. His name can still be found written in graffiti along the lost Targa tracks.

Industry experts called the race that regularly chewed up now-priceless sports cars, “totally insane”– and it’s a miracle there were only nine fatalities in the event’s 71 year history. The race had a particularly bad year in 1973 with two fatal accidents and several disastrously close calls which caused the event to fall out of favour with the international racing community. The automotive governing body began demanding all official international circuits have mandatory safety walls, but for Targa’s 44-mile track of combined public roads and tiny Sicilian streets, it was an impossible demand.



When a driver crashed into the crowd at 100 mph in 1977, killing two and putting himself into a coma, it was the final nail in the coffin for Targa. Police forcibly stopped the race on the 4th lap and no car would ever see the Targa Florio finish line again. While safety demands finally ended the oldest and most glorious road race of the 20th century, its history is still alive in the region outside Palermo. Most of the villages in the area have a museum dedicated to the Targa Florio, some even set up in actual garages once used by racers.

The historic starting line itself however, has unfortunately been left to decay on the roadside. Where huge crowds once gathered in the stands and pre-race tensions created a frenzy of activity around the pits as engines roared, the silence is now ghostly.



An Australian racing car enthusiast, David James, paid a visit, or what he called a “pilgrimage” to the circuit’s remains. The course starts at ‘Floriopolis’, a now-abandoned pit and grandstand complex, where the flaking paint reveals the faded sponsor logos of races long past. There’s a bust of race founder Vincenzo Florio hiding behind falling-apart structures that once buzzed to the sound of multi-carb Ferrari V12s and flat-eight Porsches on race day. At quiet times you can almost hear Carlo Chiti of Autodelta issuing instructions in the ghostly pit garages.

The Jaguar E-Pace Fact Sheet

Introduction

The SUV market growing at a rapid pace the E-PACE being Jaguar's first compact SUV. Taking the design cues from the F-Type to make a driver-focused cockpit sitting at the heart of a family-focused interior, the E-PACE takes the rewarding Jaguar driving experience and adds everyday practicality. With its sculpted bonnet and muscular rear haunches, New E-PACE is a dynamic, agile SUV with the lines of a coupe. The modern interior is distinctly Jaguar with class leading interior stowage. The E-PACE has plenty of space for everything you need. With its deep centre cubby box and Sculpted door bins interior storage is the best in its class. For simple, practical loading,



FIT YOUR LIFE INSIDE

E-PACE's loadspace is up to 1.3 metres wide, while optional powered gesture tailgate lets you open the boot hands-free. Making it easy to enjoy your favourite activities – from cycling to swimming – the wearable and waterproof optional Activity Key allows you to keep your car key stored securely in the car. Even when you're heading off on a weekend away you can take everything you need thanks to E-PACE's towing capacity of up to 1,800kg.



PERFORMANCE TECHNOLOGY

Jaguar's world-renowned performance technology helps you take everything in your stride. To give you more confidence and improved performance across an even wider range of conditions, our intuitive All Wheel Drive system transfers torque between the front and rear wheels as driving conditions dictate. For increased agility, Active Driveline¹ allows up to 100 percent of rear axle torque to be distributed to the outside rear wheel when cornering. Delivering enhanced dynamics and refinement, E-PACE has a fully independent suspension system with a sophisticated multi-link rear suspension design while Torque Vectoring by Braking² delivers sharper turning and more consistent road holding. The optional Adaptive Dynamics³ system offers both precise dynamics and a supple ride, by monitoring wheel position and body movements.

HEAD-TURNING GOOD LOOKS

For a striking on road presence, sleek LED headlights and signature LED rear lights are standard. To enhance E-PACE's appearance even further, Matrix LED headlights with signature Daytime Running Lights and 21" alloy wheels are also available as options. The style extends to the driver-focused interior, which features premium quality materials.

DRIVER ASSISTANCE AND SAFETY

To offer reassurance and information, standard driver assistance features include Lane Keep Assist, Driver Condition Monitor, Rear Camera and Front and Rear Parking Aids. For optimum safety, E-PACE has been engineered to include a wealth of systems, including Dynamic Stability Control and Emergency Brake Assist. Helping your eyes distinguish objects more easily, LED headlights produce a highly focused beam with a quality of light that is close to daylight. Increasing pedestrian safety, E-PACE also features a pedestrian airbag as standard.

CONNECTED EVERYWHERE

E-PACE offers a range of features to make your life more connected on every journey. To ensure you and your passengers are linked to the world outside, our Connect Pro Pack⁴ features a 4G Wi-Fi Hotspot. Making it easy to use apps from your phone on the Touchscreen, the Smartphone Pack is available as an option. With up to five USB sockets in the car, it's simple for every occupant to keep devices fully charged.

PRICING AND WARRANTY

For the Australian market the pricing will start at \$64,258 Drive Away for the D180 S diesel entry model to the range topping P250 Petrol HSE R-Dynamic at \$81,265 Drive Away this is worked out using QLD On Road Cost and the pricing may vary from different states and territory. Jaguar Standard Warranty that comes with all their Vehicle is 3 years or 100,000k's which ever comes first. Jaguar also have a list of

options which can be added to the vehicle which will change the overall price. A 5 year Jaguar Service plan can be added to the Jaguar E-Pace at the time of purchase for \$1750 which is transferable.

6 Steps to Personalizing Your E-Pace

Jaguar have the 6 steps to creating a bespoke vehicle so that you can have the car optioned the way you would like it to be.

Step 1: Choosing the model from the E-Pace or the Sporty Version E-Pace R-Dynamic.

Step 2: Choosing the Engine from a D180 132kW 380Nm 4 Cylinder Ingenium Diesel or the P250 184kW 365Nm 4 Cylinder Ingenium Petrol.

Step 3: Specification Pack which are available in S, SE, HSE, R-Dynamic S, R-Dynamic SE and the R-Dynamic HSE

Step 4: Exterior is where you choose the Colour, Roof Option, Wheels and the Exterior Black Pack.

Step 5: Interior is made of a few different materials and colour options to suit your style you chasing.

Step 6: Options and Accessories allowing you to set the E-Pace to suit your business use and lifestyle.

Created by Dean Knight

Townsville Jaguar

BRIT CAR GROUP ON OWN ROYAL ROLL

KATE BANVILLE

A NEW queen has been crowned for Townsville's annual British Day celebrations this weekend.

Sue Cryer has been a long-time fan of the royal family and has taken her new appointment with great honour.

"You want to look the part for the Queen," she said. "I was given a dress by the committee but it just wasn't right."

Mrs Cryer has gone to a great deal of trouble to ensure every thread will be in place come Sunday, including the perfect royal wave.

A Rolls-Royce entrance will kickstart celebrations with "the queen" accompanied by a military parade.

The Jaguar Club North Queensland president Joe

Pannia has been working on overdrive to bring together a festival like no other.

"We'll have well over 100 displays," Mr Pannia said.

"That includes motor-bikes and classic cars.

"This year we'll even have a London double-decker bus coming from Hydeaway Bay."

As its name suggests, this is a festival that celebrates all things British.

"There is a lot of British heritage here and nostalgia for England," Mr Pannia said.

The World War I-themed event has crowds entertained with military re-enactments and British treats for sale, but at its core this event is a British motor show.

"There's so much history and nostalgia wrapped up in these classic cars," Mr Pannia said.



ALL THINGS BRITISH: Vintage car owners Yorkie Williams and Graham Williams with Sue Cryer ahead of British Day celebrations in Townsville this weekend. Picture: ZAK SIMMONDS

SPHINX IN PRINT

Our Marque appears to have featured in a few Car Club magazines of late.

Auto Torque is the magazine of the Maryborough Car Club and in the June 2019 edition the 1953 Sapphire is the Car of the Month. There is a lovely 2 page spread about the model. The article refers to the Sapphire as being "held in worldwide esteem as one of the great British cars of the 1950's, blending creature comforts with a beautifully trimmed cabin, poise and remarkably flexible engine that is as suited to town work as it is to the open road". The author is not noted in the magazine but thanks to who ever you are and thanks to Paul Edgeworth for passing the magazine on to me—Ed.

<https://www.dropbox.com/s/nk9ze7eh6rv6u12/Auto%20Torque%2031-06%20June%202019.pdf?dl=0>



The Newsletter for the **Northern Jaguar Car Club**, June 2019, has a report on their successful All British day held on June 2nd in Townsville. After a brief overview of Armstrong Siddeley's Centenary there is some hitherto unknown information about our member Kevin Fleming...the town cryer!

"Our ABD PR Wallah and Town Cryer Kevin Fleming is an enthusiastic Armstrong Siddeley owner and has been trying to get his restoration project ready for ABD. Still unfinished but with Kevin's unlimited tenacity and much appreciated help from Jeff Harris and John Benton he got his 1953 Mark 1 Sapphire there this year on a tow truck! The brakes were still a bit dodgy and safety first as always. And what a great display it was. Kevin has been instrumental in shaping our All Thing British theme and the Queen enactment and I would like to thank Kevin and Yvonne for that. Kevin's fellow Armstrong Siddeley owner Rick Lee was there also with an old gramophone. That played on WIN News with a good coverage of ABD."

Thank you Kevin for sharing this story! -Ed

Cameron Wright forwarded an interesting article about Lancefield Body Builders from "Thoroughbred and Classic Cars" Feb 1982. However we were refused permission to reprint it!



SPHINX ON-LINE

In addition to the fabulous AS info available on our own and the ASOC Facebook site and the Yahoo group you will find lots of interesting videos if you search Armstrong Siddeley. At our recent SA Branch meeting we watched a most interesting video about the operation of the preselector gearbox—check it out!



Technical Matters



Report from Jag Central



millwind@bigpond.net.au

Nigel Miller

We have LIFTOFF! millwind@bigpond.net.au

The biggest (not fake) news from Jag Central is the (eventual) successful installation of my 2-post hoist. After careful deliberation on the pros and cons of buying cheap, 2nd hand and local, I finally worked out that buying a new one from Brisbane and installing myself (without having to change motors or power supply), was not only the most economical option, but surely the safest. So, for just under \$3k all-in, I finally have a fully operational, legal and guaranteed car lift. YEEEEAAAAH!!!!



The photo on the right shows how it was delivered to my place – all 600kgs of it. For me, the worst part was manoeuvring these posts off from their shipping brackets at each end. Working on my own, using what bush skills I still retain, I managed to wangle them apart and facing into the shed – but my back took a week or two to recover!

2 days before the shipment arrived, Russell (Jullatten) made an offhand remark, “why don’t you paint the floor before the posts go in? You’ll regret it if you don’t” – this caused me to rush into Bunnings and get a new floor paint for my centre section. If you have any remarks about my colour selection, remember I’m colour-blind, - and this is MY shed, not yours!



But the next part, getting the posts into proper position on the slab without damaging the concrete



surface, proved to be a challenge too far for me on my own, so I recruited my neighbour Dave. 2 luggage trolleys in tandem did the trick relatively easily, and with the help of a mega hammer drill from Paul Marsh, all was connected, tightened, re-measured and topped up, so final testing turned out to be the shortest job of all. Everything worked perfectly, no leaks, no vibration, no nothing to be worried about!

I think I’ll follow instruction manuals more carefully from now on..... For some reason, it seems to work!!!!!!!



Prince Caspian – 1965 Mark X 4.2



Not much to report on The Prince this month, after the carburettor rebuild of the last few months – except to say the carbs work beautifully when the car is warmed up, but some kind of setting on the AED (Automatic Enrichment Device, or Choke) must be off, because it's proving to be a problem to start on these colder mornings.

Once started, all is fine, but at least one neighbour has "remarked" on the noise on some mornings! I'm putting this problem on the back-burner for now as my attention has been turned elsewhere.



One thing I have done is make a new heater box cover for the engine bay. I sourced the original hardura-type material, which proved to be more expensive than one would expect – retailing at around \$180 per metre – but I decided to go for it! Believe me, binding on straight lines is relatively easy, but going around corners and tight curves is a real challenge. My sewing skills need some work.

The original stud-buttons were black, but I decided not to paint the new ones, rather I added a little touch of my own – a small silver leaper embroidered in the centre. The concourse/originallity Gods will no doubt be plotting a suitable punishment for me for my next life.....



Georgie – 1989 XJS V12 coupé



For once, Georgie is proving to be the dependable one, especially on these cold mornings. I have however re-fitted the left windscreen surround, which had

popped up a few weeks ago, much to my annoyance. I used the same clamps as described in the Purrly Queen section below.



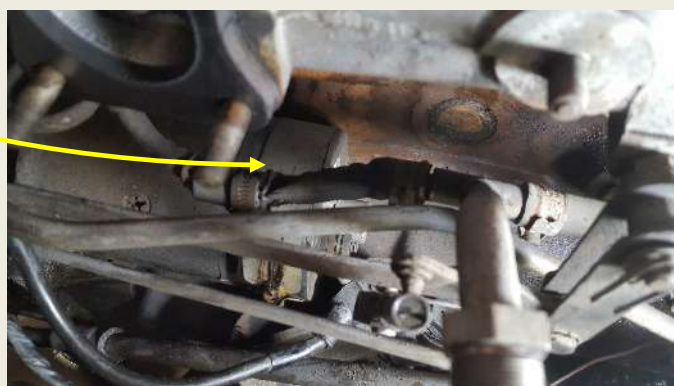
There's a noticeable exhaust blow from the right engine pipe, so I can be heard arriving minutes before turning up. I have a replacement s/s engine pipe in the car boot – just need to finish other projects before turning my attention this way. Haven't checked it out yet, but I suspect I'll have to dismantle the car to get at the offending piece.

The Purrly Queen – 1965 3.4S



As soon as my hoist was up and running, the time was right to fit the spare set of carburettors I had reconditioned some months ago with our Secretary Ross' help. In my mind's eye this would be a quick job – but it turned out to be bigger than I thought, but only because I can't help myself from cleaning, scraping, polishing and painting and getting otherwise distracted from the main task. Removing the carbs, water rail and inlet manifold opened up a whole new universe of bits and pieces to fettle.....

One mystery was accidentally resolved however. When I bought the car I was told it was hard to start on cold mornings. The previous owner, Bill Moull in Julatten, had by-passed the otter switch controlling the electric choke by installing a manual switch under the dash – but this had made little difference. I hadn't gotten around to looking into this as I didn't find it to be much of an inconvenience, but when I removed the feed pipes from the AED (automatic enrichment device) the likely cause of this problem became pretty obvious. The hoses distributing the choke-enriched supply to the inlet manifold were very old, solid, cracked and completely blocked as can be seen in the 2 photos below. Not only that, but they also dripped fuel when the choke was engaged. New fuel hoses should sort that problem out.



While I was waiting for the correct gaskets for refitting everything, I turned my attention to the rear engine mount (at the back of the gearbox), which had been bothering me for a while. The mounting bush and coil spring are held in place by a mounting plate, which in turn is affixed to the underbody by 4 bolts secured into captive nuts on the cabin floor. But in my case, one captive nut was missing and the other 3 had been drilled out, so the bolts were secured by floating nuts, not only making them very difficult to remove, but almost impossible to replace. In addition, the rubber bush used was nothing like what it should be!

Note the washer and split pin holding in the incorrect bush. This washer should not be there, being used **only** when removing the entire bracket. It has the effect of rigidly securing the rear of the gearbox, when it should be free to move up and down the shaft as required, with movement dampened by the coil spring.



Haven't quite worked out yet how to deal with the missing captive nuts, nor have I started to re-install the carburettors and manifold. But the last of the required gaskets arrived today (29th July) so hopefully this will be dealt with in next month's magazine. Will the Purrly Queen be ready to trek up to Cairns for the GBR Targa? Even if she is, will I be brave enough to risk it?

Rear engine mounting plate (with correct rubber bush) and spring, waiting for a solution to the captive nut problem.



At Heritage Day last month Travis pointed out a couple of “defects” in her majesty – in the most friendly and co-operative way of course – so these have been promptly rectified. One was a loose trim screw on the driver’s door (now replaced with a bigger gauge), the other was lifting in one corner of the chrome trim surrounding the front windscreen.



It’s surprising how many windscreen fitters just don’t know that Jaguar chrome screen trims don’t just rely on a good fit into the rubber. They also need to be glued down¹– and these suction clamps (designed in Townsville by some clever fellow) are just right for the job. Now we’re ready for Travis’ next inspection.....

¹ Check your workshop manual



Grrrrrowler



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.

2005 Jaguar XJ8 X350 Black, very good condition, 216,000 km **\$18,000 ono**
4.2 L V8 6 speed automatic, drives beautifully, very good paint work, mechanically sound, always serviced.



Follow this link to the JCCNQ Website Car Display Sign page for all details [jagnc car display signs](#) Call Jim on 0448 569 191

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



\$9,000 ono 1995 XJ6 X300 4.0L Sovereign Topaz registered to February 2020, good condition
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. Will sell with Road Worthy Certificate.

Also selling in good condition Sage Green **1986 XJ6 4.0L Series 3 Sovereign** **\$5,000 ono**
Has Road Worthy Certificate. Drives well.

Follow this link to the JCCNQ Website Car Display Sign page for all details [jagnc car display signs](#)
Call Joe on 0409 270 971

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

2016 Jaguar XF Portfolio



For Sale

- 2.0Ltr 4Cyl Petrol 184Kw
- Corris Grey Metallic Paint
- Ebony Windsor Leather Interior
- LED Headlights
- Electric Sliding Sunroof
- Powered Boot Lid
- 19" Vortex Alloy wheels
- Blind Spot Monitoring
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- Lane Departure Warning
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\$74,500 Drive Away

This Demo has 4050k's has been used as a demo car at
Townsville Jaguar.
The full RRP price was \$119,350

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A: 52 Duckworth St

Garbutt Qld 4814

T: (07) 44312104

M: 0402758465

E: deank@tonyireland.com.au

W: <https://retailers.jaguar.com.au/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 - \$10



Belt \$20



Belt Buckle - \$40



Club Logo Embroidered Patches - \$10

For all club merchandise, including men's belts, Keyrings, caps etc.

**Phone Jim Bateman 0448 569 191
Nigel Miller 0400 599 737**

Leather Cap \$30



Our Club car badges are available, at \$30 each – only a few left! 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**



Badge \$5



**All British Day 2019
Grille Badges and
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\$10**

**Jim 0410 111 089
Joe 0409 270 971
Nigel 0400 599 737**

Note: Club badges are precision brass gold plated enamel.
All British Day 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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