



Northern Jaguar

We are the Jag Lovers of North Queensland

www.jagnq.com

February 2018

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**Relaxed Jag Lovers at Car Display Sign Photoshoot
Townsville Civic Theatre Car Park**



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



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PRESIDENT'S Report



Welcome everyone to our first of ten newsletters for the year. Our Annual Calendar is in place as discussed at our February meeting. We are off to a good start with already four outings. We did contact some of our local clubs for their calendar to check what they are up to and help avoid any major clashes. I have highlighted All British Day since it is our flagship event and we want everybody to see when it's on and to come along on Sunday the 3rd of June. By the way we left out that fine event we attended for the first time last year, the Dam Fine Rally so I have taken the liberty of inserting it. The date is set and thanks Karen for confirming it. There are a couple of dates to be confirmed, but a good start.

We've had some lively discussion on Club Rego cars, Sunday Runs and what we need to do to keep ourselves within the law. It is important we do the right thing to comply with the regulations, and we have taken this opportunity to inform members of their rights and responsibilities. The club has been giving you an update on this from time to time. It is useful to inform new members and provide latest updates to everybody.

Our Sunday Runs have been well patronised and it's good to see the Jags out and about with minimal notice. We should take care that these runs don't impact attendance at our calendared events. The Hervey Range Tea Rooms run has to be the most popular for us, and also every other car club in town. We have been invited to join the Mini and Vintage and Vets Clubs there in April. Very much looking forward to catching up with our motoring enthusiast friends there. The food is excellent and the atmosphere is great. Australia Day has been a worthwhile event in past years but not being invited to participate in the Car Display and minus the car cruise, did deter some members. The run to Claredale has been postponed due to this very much awaited wet, to the next sunny Sunday hopefully 4th March. It will be absolutely fantastic to see the collection of Jags owned by our members Lyndsay and Rina Hall.

We submitted our application for the All British Day Council grant on 12th February. Fingers crossed that we get all the funds and can go full steam ahead on advertising. It would be great to have a couple of dozen Car Display Signs done before All British Day. We are still on it, you know that Rome wasn't built in a day. We have had a bit of a kerfuffle with supply of our Club Shirts. We will update you on this at our March Meeting. It is good for our club image to have lots of informative signs on our cars and also lots of members with our colourful British Racing Green Club Shirts.

President JCCNQ (Inc.) 28th February 2018

MANGEMENT COMMITTEE

PRESIDENT: Joe Pannia



Email: joepannia@bigpond.com
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



PO Box 3830
Hermit Park,
QLD 4812



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CALENDAR of EVENTS 2018

JCCNQ(Inc.)



<u>January</u> Sunday 21st Friday 26th	Run to Hervey Range Tea Rooms Australia Day – Jezzine Park, The Strand, Townsville
<u>February</u> Wednesday 7th Sunday 18th Sunday 25th	<u>Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville</u> Run to Balgal Beach Run to Café Bambini Fairfield Waters
<u>March</u> Sunday 4th Wednesday 7th Friday 30th – Monday 2nd	Burdekin Day Trip – Claredale (re-scheduled from Sunday 25th February) <u>Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville</u> Easter Hub Rally – Tablelands
<u>April</u> Wednesday 4th Sunday 22nd Sunday 29th	<u>Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville</u> Run to Hervey Range Tea Rooms with Mini and TVV&HMC Clubs (Invite by Mini Club) Burdekin Car Show, Ayr
<u>May</u> Wednesday 2nd Sunday 20th	<u>Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville</u> Heritage Day, West End Park Townsville
<u>June</u> Sunday 3rd Wednesday 6th Saturday 30th	All British Day, Cathedral School, Mundingburra Townsville <u>Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville</u> Dam Fine Rally, Ross Dam Townsville
<u>July</u> Wednesday 4th Sunday 15th	<u>Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville</u> Combined Clubs Swap Meet, Townsville Show Grounds
<u>August</u> Wednesday 1st Sunday 5th Sunday 26th	<u>Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville</u> Airlie Beach Car Show and Festival Charters Towers Community Day
<u>September</u> Wednesday 5th Sunday 23rd	<u>Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville</u> Northern Trip TBA
<u>October</u> Wednesday 3rd Sunday 7th Sunday 21st	<u>Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville</u> Ravenswood – 150 Year Celebrations All British Day Reviver, Giru
<u>November</u> Wednesday 7th Saturday 24th	<u>Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville</u> AGM/Christmas Party – Northern Location TBA

NOTES:

Monthly General Meetings:

Time: Dinner 6:00PM. Meeting: 7.30PM on 1st 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



I like to think that our club history goes way back to 1987, when we were a Register of JDCQ up to 2010. Combined with our predecessor club, we have had over 300 Jaguar Club newsletters published over the years, most of which you can read in our Newsletter Archive on our website. It documents the long history of our club and I believe that most members value having this record as part of our club's heritage - someone has been arduously beaver away for the last 30 years to keep members informed. You can track how things have changed. We now have a lot more content, however some things do remain the same. People still want to read about our social events, cars we drive, restoration projects, technical issues and generally what Jag-lovers get up to. We stopped including our meeting minutes some years ago for security and privacy reasons.

What has changed is that we are now in the age of the internet, website and facebook, and there are

other ways we can communicate. Newsletters have been and still are a vital means to inform since we get most of what is happening consolidated in one place, and of course they are a must for those members who don't have internet access. So Jag Mags will keep rolling out for quite a while yet!

Getting our stories in has always been a mission and it seems the same few people are writing them. Remember the old saying that variety adds spice to life. It would be great to have some members rise to the occasion and contribute a story. Perhaps one way is to do a casual interview with anyone interested, get some facts and photos and put a story together about things like how your interest in Jags began or anything Jag related. I know that some clubs do this. I was requested to do this sort of thing many times in my working career. I would be told to go and find out what so and so was up to and write a report. Something like what a journalist does.

I did get a chance to produce a few newsletters back in 2015. That was good for experience and has helped with my first one here. I am not fussed with the idea of having to get something out before a deadline, since now retired, I would rather just go with the flow. You can appreciate those journalists (our members Rick and Mary included) who spent their working lives always meeting daily and sometimes hourly deadlines.

I have very much enjoyed producing this NJ. There are a couple of layout changes - just trying to keep up and modernise a bit. I have looked at layouts of some other magazines and I can see the software they have available must be quite advanced. I have only Word and Adobe at my disposal. I have been careful to make fonts and photos easy to read and view. Three columns seem to be common in these new publications.

Cheers and happy reading. Your stories, ideas, ads and of course constructive criticism are welcome.

Cover Photo: Always a hard decision to choose what to put on the cover. I did not have a huge repertoire of photos available since our last issue. I chose a cropped image from the CDS photoshoot, it was a nice combo of members and Jags, not previously published. The E-Type is only just recovering from the prang on the way home. No Ken, won't mention it again.



Happy Members at the February pre Meeting Dinner Wednesday 7th



Coming Events



RACQ

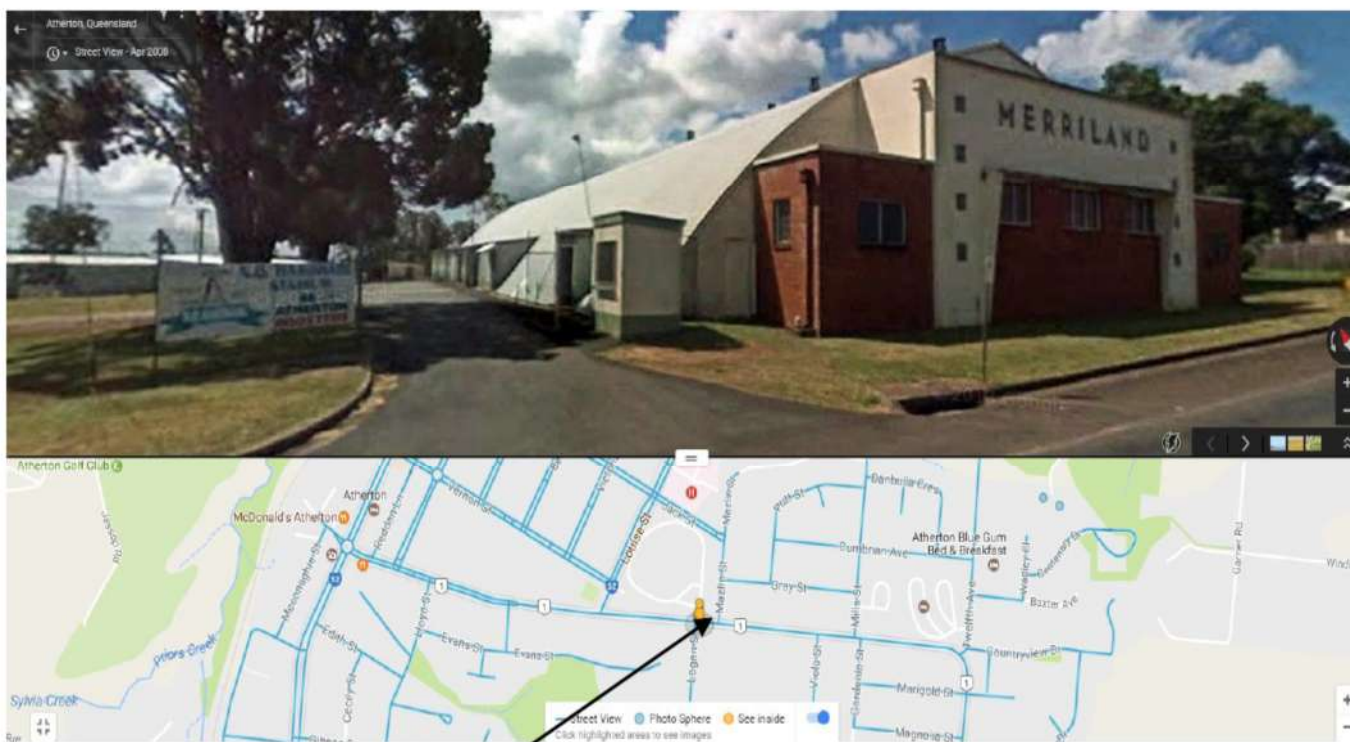


2018 RACQ QHMC NOR'EASTER HUB MEET

30 March - 2 April 2018

Proudly Hosted by:
Cairns & District Historic Vehicle Club Inc
PO Box 849 MALANDA Q 4885

Merrilands Hall, Highway 1, Atherton



We have been invited to attend this event. It will a great opportunity to catch up with our regional members. Preliminary information has been forwarded to members. Please book accommodation asap or arrange billeting with CDHVC. For details contact and send application forms with payment to Barry Young Phone A/H 4096 6806 bbyoung44@gmail.com

The Jaguar National Rally will be held in Adelaide April 12th - 20th. Registrations close March 12th. Who's going!



Solitaire - Jaguar National Rally 2018

*Proudly hosted by the Jaguar Drivers Club of South Australia
and Sponsored by Solitaire Jaguar*



"The car is the closest thing we will ever create to something that is alive." - Sir William Lyons

Update on Nor'Easter Hub Meet

Update: 17th February 2018 Event : 30th MARCH – 2nd APRIL

Hello again to all motor club members that are still making up their minds as to whether or not they will make the trip to Atherton for the Easter Weekend to participate in a great event for Veteran, Vintage and Classic cars, the NOR'EASTER HUB MEET.

The Atherton Tableland is absolutely stunning at present after the rain that we have received recently. It is definitely a beautiful part of Queensland and has great back roads that the everyday traveller doesn't know about and we get to see them on our runs through the countryside during the Hub Meet weekend.

The weather on the Tableland is about 4 or 5 degrees cooler than the coastal areas which makes it very pleasant during the day but always bring along a coat or cardigan as sometimes it can be quite chilly at night.

For catering purposes the closing date for registrations is Monday 19th March but if you have a query ring Barry Young on 07 40966806 who will clarify it for you.

Remember the registration process starts Friday 30th March at 1.30 pm at Merrilands Hall at the Atherton showgrounds. If you are coming from the south this is the WW2 igloo on Robert Street on your right. There will be signage on the gates.

Secure parking is available nearby for trailers and cars if needed. Looking forward to catching up

with old friends, and meeting new ones. See you all at Easter.

Jenny Knight, Secretary
Cairns & District Historic Vehicle Club

Townsville City Council Heritage Day - Sunday 20 May

Hello, everyone,

Townsville City Council will hold its annual Heritage Day on *Sunday 20 May 2018* at West End Park and Cemetery on Ingham Road, West End. We would like to invite your organisation to participate in this event. Participation will allow your group the opportunity to:

- Promote your organisation free of charge;
- Promote our local heritage to the wider community;
- Strengthen networks with other heritage organisations.

Your participation can be in the way of a display of history and memorabilia, as well as highlighting of any current heritage issues that would be of interest to the Townsville community. Tables, chairs and display boards will be provided (please see the attached Registration Form for details).

Last year, participants included government agencies, local collectors, schools, community groups and museums. Displays have incorporated vintage vehicles, military equipment, family history, historical displays and contemporary information, and were supplemented by guided tours through West End Cemetery, live entertainment, a free shuttle bus service to the National Trust Centre on Castling Street, children's activities, and food and drink available for sale.

To participate, please fill out the enclosed registration form and return it to Katie.pittock@townsville.qld.gov.au by Friday 13 April 2018.

We look forward to receiving your completed form and welcoming your organisation (or welcoming it back) to Townsville Heritage Day.

Kind regards,
Ted Brandi,
Heritage Officer



Social Events



No Jags at Australia Day

Joe Pannia

Our Australia Day event for 2018 got off to a precarious start. I found out in mid-January, via Garry's grape vine, not the first time Garry has given us vital information about club events, that the Council may only allow Australian made vehicles in the

inclusive of all, so why not have our multi-cultural marques there too. I had a chat to the NQ Performance Ford Club who liaises with the Council, and Mark confirmed that this year's invite was for Australian cars only. I called the Council to

Vehicle Club and some other ABD participating Clubs there as well.

I wasn't totally upset that the Jags were not invited to the car show since cars had to be in the park before 6:45AM! and there was no cruise. The drizzly conditions were a drawback for the whole community. Nobody complained though, Townsville badly needs rain! There were lots of marques (but not lots of marques) and we were well entertained under cover by various acts featuring Australian songs, bush poetry, native fauna displays with snakes and more. The food stalls



Car Display this year! Bugger – the best laid plans of mice and men can go pear shaped sometimes! All car clubs with any car marques have been invited in the last few years and the day's events had included an early morning cruise to Jezzine Park.

discuss if this could change, noting that the American Jeeps from the TMHVC were invited, but no go! Are you reading this Councillor Kurt? Perhaps if you agree and being a motor enthusiast you could influence the Council next time!



were quite adequate with good Barista coffee and breakfast. The Council provided free hydration stations. The odd scud made it very hot and steamy and cool water was the best tipple of the day.



This had been done since the Australian only car displays in previous years were not well attended. Last year's display was particularly huge and it really boosted participation in Australia Day, as well as creating lots of interest. Some people actually asked me this year where all the cars were, one person in particular wanted to see the British cars. The display was still quite extensive with about seventy cars, and it was interesting enough, but a bit repetitive I thought, and not a lot of old classic cars that people love to see. With the Naturalisation Ceremony on, there is a big multi-cultural population attending the event with their families and friends. The day has a multi-cultural feel and looks very

The Committee did consider an alternative outing since although Jag lovers do like to attend car shows, there is nothing like participating in one and cruising in the Jags to the event especially as part of a convoy. We organized some more interest for the day by arranging a tour of the very impressive Jezzine Museum by our enthusiastic PR Wallah Kevin who is a volunteer there. Thanks Kevin for your efforts, members attending enjoyed your personal input. We did visit the Museum as a club event a couple of years ago after the extensive refurbishment of the whole complex and perhaps we could go again some time. The day augured well for our All British Day military theme and we caught up with the Military Re-enactors Club, Military

It took a while to check out the cars, there were many immaculate restorations, hot rods, lots of Ford,



Holden and Chrysler muscle cars and some classic Ford and GM classics originally built here. One owner with a beautifully restored



and modified V8 Holden Torana, an obvious candidate for top prize at car shows, told me he will never win a trophy unless he removes all



hexagonal studs from the modifications he had done, grinds off the lettering and re-chromes them. He said he was not rushing to do that

Governor again with the Mayor, Councillors, local members of parliament, lots of other dignitaries and even Pricey! The Townsville Australia Day event held at the Jezzine Complex does seem to attract our heads of Government here, they first came for our T150 celebrations. Great to see Townsville supported so well by our polities. The Military Parade with the 1RAR Band were followed by the formal speeches and the flag raising ceremony, a very solemn affair. I felt sorry for those soldiers standing to attention



because that is far too puerile! Such is the world of Show and Shine. The Military Jeeps had the prime spot lined up on the breezy mound under

throughout the ceremonies in the hot midday sun. The huge fans kept the large crowd comfortable in the big tents though. Anyone who hasn't



a line of mango trees. The coolest spot in the North Queensland outdoors has to be in the shade of the ubiquitous mango tree.

The official party arrived mid-morning after the Citizenship Awards and the Naturalisation Ceremonies, and I was amazed to see that for the third year in a row, the Premier and



been should come along and get the atmosphere of the day especially if the Premier and Governor come back.

The 21 Gun Salute was loud and smoke filled and the overpowering smell of gun smoke made you feel like you were in the trenches somewhere. Compared to the deafening roar of the C-17A Globemaster that loomed ominously over Kissing Point Hill a couple of years ago with all engines screaming, the RAAF flypast this year was somewhat unremarkable. I had my phone ready for the flypast photoshoot and was distracted

talking to Barry from the Military Re-enactors Club dressed up in his British Redcoat Uniform, when the 38th Sqn Kingair came over at great speed. All I managed was a spec in the blue sky as it disappeared over the horizon.

It was rather refreshing to wander over to the nicely chilled air-conditioning at the Jezzine Military Museum, and quite a crowd was there also cooling off and checking it out. Jim and Ross who have extensive naval and military backgrounds found the displays interesting. You could spend quite some time there, with a lot of North Queensland History to



see as well. Kevin did his famous spruiking act again, loudly reading out the 1961 Townsville Bulletin headlines announcing the establishment of Lavarack Barracks which was to be the largest Army



Base in Australia. That was really big news for North Queensland in its day. It was all happening here in the early 60's with James Cook University established at the same time.

The formalities were over at noon. On the way out we chatted to club members with their impressive display of Jeeps. It was an interesting sight to catch the Jeeps and cars leaving. You get the sound effects too of all those finely tuned machines. Then a brisk walk over to the Strand for a cruise home in the polaris white XJR-Sport. A good day out with the Jag even though there were no Jags in the show!



Sunday Runs

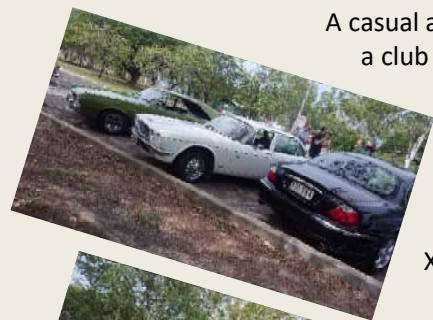


Sunday 21st January

Sunday run to Hervey Range Tearooms

Nigel Miller

A casual arrangement to meet up for coffee and a chat on Thursday afternoon quickly evolved into a club run just 3 days later, and the turnout at our meeting point, Ross Dam Park, amounted to an impressive 19 people in 11 cars – although 2 of them were non-Jags; Ken's E Type is still in sick bay, and new members Jason and Chris didn't have their XJ6 ready, but we had a lovely assortment of cars – ranging from Peter's 1962 Mark 2 to Joe's 2016 XJR Sport, an impressive span of 54 years, and still going strong!



We had planned to have a "show and tell" at Garry Sellen's place on the way up to the Tearooms – but it seems that many of us need to brush up on our convoy skills. From the Dam to Garry's is about 3kms and involves 1 right hand and 2 left hand turns, plus one roundabout – but an embarrassing number of cars were very late after having got lost, and at least 1 car gave up and went straight up to Hervey Range!

Garry currently has 5 project Jags – including his latest acquisition, a 2003 X-Type. He updated us on the progress on his cars, some are certainly more challenging than others!! 2 of the projects are close to being registered for road use, and once that happens I suppose I'll have to find another chauffeur for my cars.....

New member Jason Watson managed to source a trim panel for his S2 XJ6 and couldn't wipe the smile off his face! Thanks Garry for your hospitality, and your willingness to have several curious people poking around in your shed!

We soon set off to the Tearooms for coffee (and snacks for some), where we reconnected with Peter Dixon, but lost Phill Sperring, and joined up with Ross and Judith Douglas. Late last year Ross set himself the goal of having his 1964 S Type back on the road for All British Day in June. That's a big ask Ross – but if you need or want any assistance, or just a helping hand, yell out!!

The Tearooms had set aside 3 tables for the Club, and we needed them all. Conversation was lively, but a bit spread out, but the coffee was as good as ever. Those who didn't order food (me!) soon came to regret it when it arrived at the table, and my stomach was rumbling. Be strong!



The Tearooms is a popular place, particularly on Sundays. This cool little dude seems to have thoroughly enjoyed his little outing on mum's bike!!





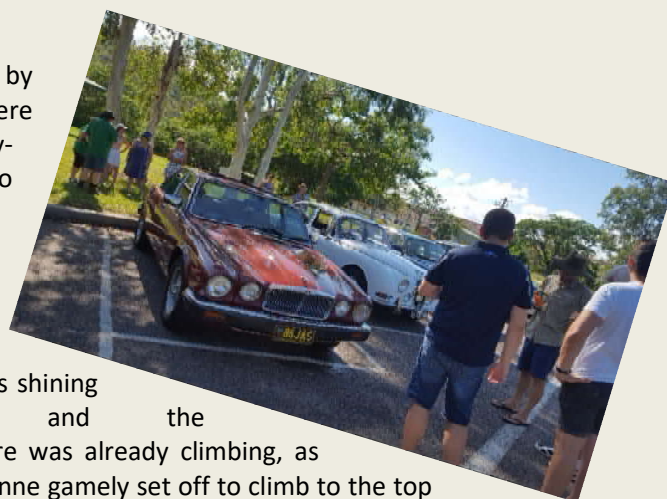
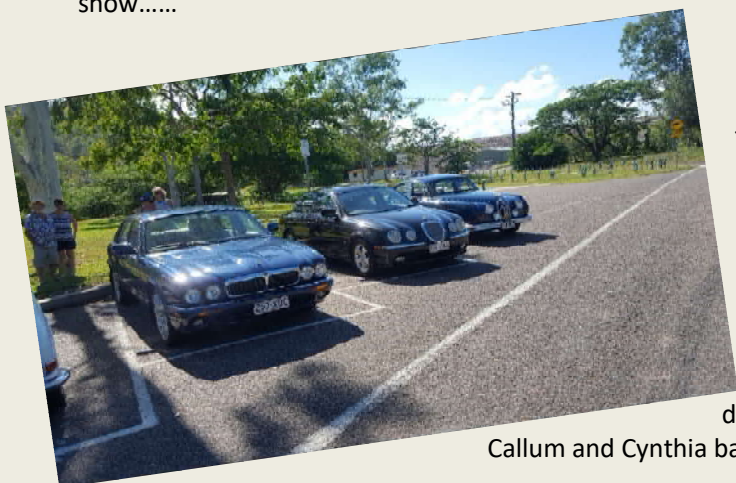
Soon it was time to go home, and Peter and I swapped cars for the return journey just for fun. A thoroughly enjoyable day out with our Jags and good people. What more could you want?



Sunday 18th February Sunday run to Balgal Beach

Nigel Miller

When we arrived at Ross Dam shortly before 9:am we were greeted by several "early birds" (can you say "early cats"?) who managed to get there before us, including new members Jason and Chris in their newly-registered XJ6, and Eddie & Annie in their XJ8. Such keenness is good to see! Pretty soon we had no less than 11 Jags putting on a wonderful show.....



The sun was shining intensely and the temperature was already climbing, as Lee and Lynne gamely set off to climb to the top of the dam wall! Discussion was lively, centring mainly around the lack of air conditioning in several of the cars. At least the older cars such as my S Type and Peter's Mark 2, have the no-draught ventilator which can be turned around to blow air directly in your face, but these disappeared with the XJ6 – so Callum and Cynthia battled with the lack of air (an electrical fault) in the XJS!

We all gathered together to discuss our roundabout route to Balgal Beach in an effort to improve on our convoy-driving skills Ross gave us a tip generally used by army drivers (*Don't worry about the vehicle in front – it will always be there. Worry about the one behind you. Don't lose him!*), so we set off with confidence!! Jason Chris and Peter couldn't join us at Balgal, and our convoy of 9 Jags kept together with relative ease. 9 became 8 when Glen and Karen remembered they had left a pump on at the farm so had to race back to switch it off. But it was truly a wonderful sight to behold – 8 Jags in line astern cruising up Riverway Drive to the waves of several bystanders and passing cars. What a thrill!!

To the top of Thuringowa Drive, left onto Dalrymple and right onto Shaw Road – and we're still together, although by now some interlopers had gotten themselves mixed up with us. But we were nearly undone by the traffic lights crossing the Bruce Highway onto Northshore Drive – in the lead, I managed to get through, but Callum who was just behind me, had to stop as the lights changed. I travelled slowly for a bit, then pulled over for 30 seconds to get the convoy regrouped, substantially intact. Off we go again – Mount Low Parkway then on to the Bruce Highway for the final 40kms to Balgal Beach, where our numbers were re-established as we met up with Jim and Joe, and Gerrish & Esme Burstow. Back up to 10 Jags, rising to 11 when Glen and Karen re-joined us.



The temps by now were in the upper mid 30's and there wasn't dry shirt in sight as we mingled in front of the Fishermans Landing. Iced coffee or ginger beer was the order of the day, and some even partook of the great fish-and-chips on offer. Ken and Sue excitedly told us their E Type "may" be back after bodywork repairs next week. It's been far too long and they are both suffering withdrawal symptoms! Hopefully not much longer now.....

All too soon it was time to set off back home. What a great day! Our convoy driving skills have improved dramatically – Joe said it was an impressive sight as Jag after Jag pulled in to the Fishermans Landing car park – and 13 of our cars got a good run, well over 100kms for most of us.

Life is good!



We had been looking forward to our day trip to Claredale last Sunday knowing full well that even though we are in the dry tropics any outing organised at this time of year is subject to weather conditions. Not that we have had any significant wet season at all for the last three years but we do get wet periods. Our trip south last year was cancelled because of cyclone Debbie. It was a big disruption without much rain here. Mid-year is the time when the Townsville 300 day average of sunny days is evident and that is when the outdoor events like car shows are held. There are always exceptions, All British Day got wiped out by a freak weather event in June a couple of years back.

The one hour run to Claredale and back is a perfect run for our Club Rego cars, and lunch at the much acclaimed Windmill Café was a highlight, but the main reason we organised this trip was to view the beautiful collection of Jaguars owned by our members Lyndsay and Rina Hall. Two recent acquisitions of an XK150 and Series3 XJ12 created a lot of interest and we had 11 Jags and 17 members rearing to go with a few undecided. It was to be fun.

We kept in touch with members and advised all was weather dependant. Lunch at the Windmill Café in the old Agricultural College building would not have been a problem with a bit of rain, and all the Jags visiting Lyndsay's farm could fit easily under the sheds beside his collection. We originally thought this was going to be a good display with all the Jags in a cool shady area and we wouldn't have to worry about the Jags and members overheating in the heatwave conditions we have recently experienced.

The crunch came on Friday afternoon when Lyndsay advised that Claredale had received rain all day and it was probably wise to delay our trip. Even if the sun came out for the rest of the week there

would have not been enough time for the pavement to dry out enough. More rain meant Jags would have had to possibly pass over some shallow water and perhaps bog near the entrance to the large sheds. Lyndsay had kindly offered to tow any bogged Jags out with one of the many cane farm tractors. The vision of this possibility was something that no Jag lover would ever like to contemplate.



So there we were on another Sunday Run, still good news since members with Club Rego cars had a chance to get the Jags out on the road if they chose. Chris and I were definitely going over to our original morning rendezvous just in case members who did not get the postponement message arrived there. As it happened Sunday morning turned out sunny and yes, two members thought we were still going to Claredale.

Chris had sent out an email to all members doing her social secretary duties, and I sent a mass SMS just to all local members relaying the email message. Unfortunately I forgot to contact Alan, our famous larrikin, also current Member of the Year, who is lucky enough to be able to survive in this new world without a mobile

phone. Sorry Alan, we do always call you but my new mass SMS option must have fogged my memory. Ross got the message sent two days earlier while he was demolishing the stack of breakfast pancakes at Café Bambini. Jason gave his beautiful Cranberry Red Series 3 a good run, only very recently putting it on Club Rego. I believe everybody else got the message and some replies were very thankful that we had postponed the

trip. We scheduled it for next Sunday and will go on the next available sunny Sunday, so watch this space as Glen put it. Some members got totally inundated with rain the previous night and big chunks of Townsville were out of power, but seven members came along anyway.

Steve the owner of the Café had tables sorted for us out of the rain areas and it was well organised. Members already there can see the carpark and view the Jags arriving. On the last occasion we went, there was not enough table space since nearly twice the number of members showed up that we had organised. It was a bit of a shemozzle, Jim had threatened never to have the club there again if it happened this time, but all was good and it was a very pleasant get together for our club.



Special Interest Vehicle Scheme

Conditions and Restrictions

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

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

Buses are permitted to carry non-fare paying passengers for journeys (joy-rides) from an event (for example, a fete) and return provided the length of the journey does not exceed 5km. Payment of any kind cannot be received for these journeys.

Heavy vehicles over 4.5t GVM are permitted to carry a load provided the loaded GVM or gross combination mass (GCM) does not exceed 50% of the maximum permitted mass for the vehicle configuration. This mass is based on the lesser of:

- Individual axle ratings
- Tyre manufacturer's limits
- Manufacturer's GVM or GCM
- Regulation mass limits.

If your special interest vehicle does not have permanent lighting, you must carry a removable lighting system with the vehicle at all times and use that system whenever lighting would normally be required. Carbide lights are acceptable where that type of light was originally fitted.

What to carry in your vehicle

We recommend you carry paperwork that supports your reason for travel. This could include:

- club newsletter
- club calendar of events.

If your vehicle is being used and displayed for a funeral event, we understand there may not be enough time to include this as an event on an official club newsletter or calendar of events. In this instance, a funeral notice or an order of service would be suitable to support your reason for travel.

If you use your vehicle outside of the conditions of the special interest vehicle concession, you may face a fine or risk having your concession revoked.

Penalties

If you use your vehicle outside of the conditions of the special interest vehicle concession, you may face a fine or risk having your concession revoked.

You may also risk serious insurance implications if your vehicle is involved in a crash whilst being used contrary to the conditions of the concession scheme. If there is damage to your vehicle, yourself or others your compulsory third party insurance and comprehensive insurance may become null and void.

This may help everyone remember to take care when we take our Club Rego cars out. There are Conditions, Restrictions and Penalties for vehicles with Concessional Registration under the Queensland Special Interest Vehicle Scheme. A fine and having Club Rego revoked is not a huge penalty, but if you are involved in an accident, insurance repercussions can then be very severe! For this reason if we want to drive our Club Rego cars, all events including casual Sunday Runs must be officially sanctioned by our club. Note that you can arrange to join in with any other incorporated car club advertising a rally or event.

Stop!!



Some photos we have used to promote All British Day on various websites and calendars.



The full picture of our relaxed Jag Lovers at the Car Display Sign Photo Shoot
Sorry Karen and Bob, to crop you out on the cover, I needed portrait – but here you are!





When boot lid hinges don't operate as they should, it's a brave person who undertakes to repair and even improve them. The following article was published in the December 2017 edition of "JAGUAR DRIVER" (UK). It refers specifically to any "E" Type Roadster, but may equally be applied to other models, and is reproduced here with kind permission from the author, ALAN HAMES, *C.Eng., MICE, MCIHT*.

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

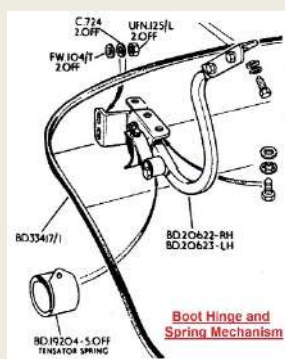
Boot Lid Hinge Assembly Improvement of Operation and Replacement of Broken Lifting Coil Springs How Alan did it - Again with some help!!!

One of the jobs on any 'E' Type Roadster that no one wants to attempt, is the replacement of broken springs on the boot lid hinge mechanisms. These are not only difficult to deal with, but are also potentially hazardous, as an assembled set of five springs are extremely tightly coiled and energenic, making separation and extension difficult and they can easily slip away as they are attached. The spring steel edges are sharp as a set of knives, as I found to my detriment during my first spring set renewal and to which my deeply cut finger at the time attested, so take care. (Springs: Jaguar Part Number: BD 19204)



With the passage of time and after so many years with my car and apparently yet another broken spring, this became my second attempt at fixing the boot lid lifting mechanism, as for the past few years there has been an unidentified hinge related problem. This has caused difficulty with the automatic lifting of the boot lid when the release cable was pulled. The usual cause of the problem in this situation is that one or two of the tensioning springs will be broken, but nothing was visible. However, on removal of the whole boot lid and the O/S hinge assembly, I found that one of the five steel coil springs had snapped, interfering with the hinge and jamming lifting of the whole boot lid. (Be careful when unbolting the boot lid when an extra pair of hands is essential to support and then lift away this unwieldy panel, which can easily slip forward onto the rear valance.)

With the unavoidable need to carry out a repair, it was finally time to try out an improvement that I have had in mind for at least twenty years. This involved at the same time of replacing the broken spring, looking at the assembly where the five coil springs hook around the pivot bolt. This has always been a poor design, with much 'graunching' whenever the boot lid was lifted or lowered, as the assembly fouled the boot side as it was moved up and down. This I was able to improve by the installation of a rubber bush roller for the springs to rotate around, instead of the original steel collar. This works perfectly using an anti-roll bar vertical link bush, (Part No C10940), which precisely fits onto the pivot bolt and is the correct diameter to fit exactly inside the five coil springs. (See picture of springs and the new rubber roller system).



Boot Lid Hinge Mechanism



Assembled Spring Sets, New Roller System and Broken Spring



Hinge & Spring Mounting System Inside the Boot

To carry out the repair, (I recommend with an assistant throughout), the old set of springs needed to be removed, to allow the broken two pieces to be extracted, which was the easier part of the operation. The repair and spring replacement was then a most difficult procedure, as the five coil springs that had been first well lubricated with 'Copperslip' and then assembled together, were then so tightly coiled that it was almost impossible to stretch them out over the pivot bolt. As a result, over two very difficult hours were spent with three of us wrestling with the springs trying to hook them as a set into

place. Although finally achieved against all the odds, it was clear that there must be a better way of completing this task. We therefore made the obvious check on 'YouTube' for anyone who has managed this job and found a helpful video from "JoeCarStuff" presenting a new approach to the problem, making spring replacement into a one-man job.

At this point, as an additional suggestion whilst all the parts are disassembled, I recommend that before commencing hinge and spring reassembly, the pivot bolt hexagon head be ground down to half thickness, to give improved clearance to the adjacent boot side panel. On my car over the years this has been binding, due to there being no lateral clearance. This modification has now ensured that when opening the boot, the grinding noise I have suffered for 45 years has at last been eliminated.



New springs and roller in place ready for assembly



Stretching of springs onto the new rubber bush roller



Fabricated boot hinge wood holder during fitting of new springs

Before starting the new repair procedure, it was necessary to put together a simple wood bracket that can be held in a vice, to which the hinge is attached for stability. (See picture with thin sheet rubber wrapping the hinge to protect the paint from the retaining screws) This clamping arrangement then allows a system of stretching out each spring, one at a time over the pivot bolt and the newly installed rubber bush roller. This should be started with the innermost spring, having wound the others to one side as shown in the attached picture. This is not only easy to achieve as a one man operation, but is less likely to 'bite back' onto an unsuspecting finger, as everything is securely held during the operation. I do however recommend that a good pair of leather gloves are worn, as shown in the picture, to protect your fingers!! With all five and well lubricated springs safely hooked over the rubber roller and the other end attachment point for the springs, which employs a 2BA retaining locking screw, has been tightened, the hinge will now be ready for refitting.

The spring replacement being now functional, the hinge can now be reinstalled with two bolts and two nuts and the boot lid reattached to the two hinges. The mechanism now worked perfectly well, with the boot lid fully lifting when released, but perhaps a little too quickly with a full complement of working springs. However, as always when body panels are removed and then reattached, the fit will require some readjustment to ensure that all clearances are equalised and that the boot lid does not sit proud of the adjacent panels. This can only be achieved with the addition, or removal of shims, (Part No. BD6265/1 & 2), that fit in place above the hinge mechanism. Before starting this final fit of the boot lid, be sure to have to hand at least two each of the spacers, which are either 36 or 64 thou. thick, as they are not available off the shelf, as I recently found when trying to order them from SNG Barratt. My alternative at the time was to make up a few from available brass and stainless steel sheet. With spacing shims to hand this can be a trial and error procedure that requires some patience and great care. Go slow at this point, as it is easy to close the newly reattached boot lid and find that the clearance, which is only about two millimetres, can result in binding with the bodywork rear valance. So carefully check the final closure without fully shutting the boot lid and readjust the mounting as necessary using the play in the oversized bracket holes, until shutting is achieved without scraping the paint and jamming the boot lid against the rear valance. This one nearly caught me out!!

As I indicated earlier, the new springs are assembled onto the hinges in sets of five, woven around each other to make composite and very strong lifting springs. When making the repair be sure not to take the simple route and just fit one new spring in replacement for the old broken one, as over the years they will all have suffered some deterioration that will not be evident on visual inspection. I am afraid that this was the route that I took and only weeks later a second spring has snapped and the job needed repeating much to my annoyance.

Some two weeks later, with a second successful completion of this long avoided repair, it was time to treat my legs to a seated survey of a long deferred repair, with a cold beer in hand. This finally made my day!!

As a closing word, throughout the process be sure to have with you an assistant's supportive second pair of hands, together with a goodly supply of protective sheets to cover the paintwork and bodywork, during removal and refitting of the boot lid and the hinges - prevention is always better than cure.

XJS upholstery and door cards

Nigel Miller

After I installed the replacement woodwork on the XJS, as reported in last November's magazine, it was time to turn my attention to the upholstery.

The door panels didn't look too bad on a very cursory inspection, but certainly didn't stand up to any detailed scrutiny. And when I removed them from the doors a couple of years ago, both sides showed signs of considerable water damage, and it was only with luck that I managed to get them back on without them crumbling to bits!



I bought the new door cards from Jag Prestige Spares, and Paul and I finally got around to starting the job just before Christmas, after the new vinyl, leather and carpet arrived, so I thought it would all be relatively straightforward. But of course we're talking Jaguar here..... Nothing is ever as expected!

Dismantling was routine, but messy. I made sure to keep all the mouldy and disintegrating pieces of fabric to use as templates if required, and all the fixings and chrome work were cleaned up and safely stored. And plenty of photos!



TIP – The striker plate on the top front of both panels is not only there to hold the panel in place, it is also required to activate the interior light switch on the "A" post, so it needs to be refitted after the old panel has been removed. I found this out at 2:15am when I saw the lights on in the car!!
I have now changed all the interior light globes to LED.

The new cards looked very professionally made – laser cut and neat – BUT appearances can be deceptive. We made a point of fitting the uncovered new cards to the door, just to make sure all was ok, and sure enough, it wasn't! Many of the holes for the door clips were slightly mis-aligned, but more importantly, the securing holes for the armrest were way out! So much so that we even decided to ditch the passenger side card and make our own out of Masonite!!

Once we were satisfied with the cards, Paul set about covering them. He performed his usual magic, and the cards ended up being a work of art, and I put them on display in my lounge room for a couple of weeks just to show them off!



I had plenty of leather left over, so several panels and some beading were replaced in the driver's seat, a tiny burn mark on the back seat – the size of a match head – was filled and colour matched, the lumbar support air hose was renewed and the driver's carpet re-stitched. But there was no point in fitting the new panels until I had made the interior watertight. New door rubbers and a new windscreen, properly sealed, have hopefully fixed that problem. Door panels and water just DON'T mix!!



Before and after shots of the driver's seat



Detail of door catch surround

I'm really pleased with the result. The car now looks a million dollars – as all Jags should!

Many thanks to **Paul Marsh of North Queensland Trimming**, who did the bulk of the work. Fabulous job!

TIP – ALWAYS pre-fit any door card to your car before covering it. You could potentially save yourself a lot of heartache.....

Post Script: There's always a PS isn't there? In my case, driving the XJS back home on 10th January, the air conditioning decided to cease operating. Just in time for the heatwave!



JAGS FOR SALE



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

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

1989 Sovereign – was \$3000 now reduced to \$1800!



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



1966 3.8 S (Classic "S" Type) – offers around \$10,000

I've owned my lovely Warwick Grey "S" Type for many years, and have many happy family memories of our times together, but it may be time to move on. I am the 3rd owner, and the car has been unregistered since 2005, but was last run about 2½ years ago.



The red leather upholstery and the woodwork are in good condition, but it needs at least a full body rubber kit, tyres, battery, and a carburettor recondition (it has twin 2" SU's). The bodywork and paintwork are good, but there is some rust spotting on the chrome work. The car needs a sensitive hand to restore it to the condition it deserves.



Please contact me, WARWICK COYNE, on 0407 961 441 for more information.

1986 XJ6 Sovereign and 1983/4 XJ6 Vanden Plas –\$3000 for both o.n.o.



For sale as a pair, is a 1986 XJ6 Sovereign and a 1983/4 XJ6 Vanden Plas. The Sovereign has a good body, and has had plenty of work done on it in the past, having been owned by Jeff Harris, and is a very good candidate for restoration. The Vanden Plas is probably more suitable as a donor car, with rust on the bodywork in the usual places. The interior and the seats are in good nick, with the driver's seat showing some signs of wear, and the car was a runner until quite recently. Located in Townsville.

Contact John Benton on 0401 871 726 for more details.

2004 Jaguar XJ8 X350 4.2 V8 Gunmetal Grey - \$33,000

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Also this beautiful 1964 Jaguar S Type 3.8 Blue - \$11,000

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



For both cars contact Jeff HARRIS Mob 0400 258 040 or 07 4725 8040 Cranbrook Townsville humpday@bigpond.com



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Belt \$20



Key Ring \$6

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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.

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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.

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

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



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

2007 Jeep Wrangler Sports 2.8D Black - offers around \$22,000

Registered and in very good condition. 204,000km.



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



Tie rod ends - pair

I have a pair of tie rod ends, part numbers JC27974/JC27975 (sealed unit, no grease nipple), which supersede part numbers C23077/C23080 (with grease nipple). Suitable for Mark 10, Classic S Type, 420 and perhaps others. These were sent to me by mistake by JAG PRESTIGE SPARES - I had changed mine only a few months ago!

Cost me \$190 plus freight, **but yours for only \$156.**

Contact: Nigel Miller, 0400 599 637 or millwind@bigpond.net.au.

Hi Jo, thanks for asking. I am still looking for the chrome spears for the front bumper.

Thanks again, regards Keith, 19th February 2018

From: keith sims [mailto:keith.sims@westnet.com.au]

Sent: Wednesday, 25 October 2017 5:46 PM

To: joepannia@bigpond.com

Subject: MK V Jaguar parts

Hi Joe, I am looking for the following parts for a MK V Jaguar saloon.

Keith Sims 0413 444 010

Thank you, regards Keith

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

Borg Warner 66 Gearbox – Offers Accepted

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Contact Darren 0497 093 252 for details - West End Townsville

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



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