



Northern Jaguar

We are the Jag Lovers of North Queensland

www.jagnq.com

July 2019



**Rick and Mary Vernon's iconic
1964 BRG Jaguar S Type 3.8
Townsville Heritage Day**



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



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PRESIDENT'S Report




Things are getting back to normal as per usual in the second part of the club year. We have quite a few of our regular events to look forward to. Often by now we have invites to attend other events from local clubs but so far no new ones. There is still a fair amount of work to do organising our several calendared events which I hope members will enjoy participating in. Any new interesting ideas are welcome.

Most of last meeting was spent working out a reasonable and equitable scheme for member fees. The single/joint member syndrome is of course common to all clubs. Our club has a further issue to contend with because of our huge coverage area which means that country members can't attend a lot of events and enjoy all of the treats offered by the club. We came out with most members at the meeting happy with the final decisions – a \$10 reduction for town joint members and massive reductions for single and country members. We won't be able to give out as many incentives to our active members as before. Single and country members should be pleased about this outcome. I hope we can now put this issue to bed for a while.

Of the five Sundays this June, we had three calendared events, one Sunday Run, and one free Sunday where members had a break with no club event, a rare occasion lately for our busy club, having decided to opt out of the Dam Fine Rally and Townsville Show display on the final June weekend. Members enjoyed our Day Trip to the Towers Motor Show in early June. Great to catch with our local Charters Towers member Jim Lewis and our friends at the Towers Restorers Club. Good also to see Frank Munis there who comes in from Mt Isa to enjoy ABD and then stays for the Towers Meet. Everyone appeared happy at Townsville Heritage Day. Lots of history to catch up with, performances and numerous cars on display but we missed the bikes who were up on Hervey's Range and the Relics of the Range show.

We will have a Management Committee Meeting shortly and then our mid-year review at the next general meeting. We can discuss progress towards achieving our aims and objectives, our club's future direction and we will try to suit all members as best we can. We should have a good idea on membership numbers by then too.

Some interesting events are coming up. The [Combined Club Swap Meet](#) this weekend, [Cyclones Show and Shine](#), [Whitsunday Barrier Reef Festival](#) and later the [Towers Community Day](#) and [Great Barrier Reef TARGA](#) Tour. Go Team Jaguar! We will confer with Russell and Claire shortly and get some overnight bookings organised for this big northern weekend.



Joe Pannia

President JCCNQ (Inc.), 7th July 2019.



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MANAGEMENT COMMITTEE

PRESIDENT:

Joe Pannia



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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	Run Weir School Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Combined Clubs Swap Meet Townsville Show Grounds, Run Weir School Cyclones Show'n'Shine Jezzine Park
August Saturday 3 rd - Sunday 4 th Sunday 4 th , 11 th , 18 th Wednesday 14 th Sunday 25 th Friday 30 th - Sunday 1 st September	Airlie Beach Whitsunday Festival and Revving the Reef Car Show Run Weir School 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



Finally got NJ down to a standard size, our flagship ABD event resulted in the last two big issues. We print only four copies to mail out to members without internet, so printing for us is not a big concern. Many thanks to Sue Cryer for printing and mailing newsletters out. We do make NJ available for access on our website without limits so members of other clubs or anyone interested can read it there. It is sometimes a bit too big to print and circulate at meetings. I haven't been able to publish the last issue on-line due to a glitch on our Weebly website which is not letting us edit our pages, the first time ever. Another problem to solve soon I hope, so we will attempt to get June and July published there asap.

We try to publish as early as possible in the month but a delay this time was because I needed a break after the arduous tasks we perform to host ABD each year. Chris and I did a 10 day tour of central Queensland, a good chill out.

We have some great photos of our day trip to the Charters Towers Motor Show and Swap Meet, a good rumble down the highway for the Jags and a fantastic effort for the CTRC to do it 41 years running now. Members had a nice squizz at the cars, bikes and swap stalls and we had fun selling some of our remaining ABD memorabilia.

Our fourth attendance at Townsville Heritage Day was a beauty. Lots of happy snaps there too. The Council wants some feedback on the venue to make a decision on future events. Seems it has outgrown West End Park. It was a big one despite the clash with the Relics of the Range show which precluded the Restored Motorcycle Club from coming along, the bikes were missed so hope for no clashes next time. Such a lot on at midyear.

We have included five outings in our Coming Events. The Combined Clubs Swap Meet next Sunday is a big one at

the Townsville Showgrounds. The Townsville Bulletin had excellent coverage of the event last year and our club was promoted well. Hope to get our Jags in the paper again this time. We can take the opportunity to sell our leftover ABD grille badges and mugs at these coming events. The Cyclones Show and Shine at the end of July, our annual trip to Airlie Beach for the festival and car show, TARGA and then Towers Community Day are sure to give us some good stories.

Thanks to Jim Bateman for sending in the [Ian Callum](#) article. Wouldn't it be great to leave a job and then get paid for advice after you retire. What an impact this great designer has made on Jaguar. Dean advised EOF Year is a bad time for issuing a Fact Sheet but expect a good run down from [Townsville Jaguar](#) on the E Pace next issue of NJ. I have a story on ABS after a couple of run-ins got me reading about this incredible safety innovation that has been around for many years. Hope you enjoy reading this July NJ. Cheers Joe.

Cover Photo: Rick and Mary Vernon's iconic 1964 British Racing Jaguar 3.8L "S" type at the Townsville City Council's Heritage Day in Anzac Park on the Strand. One of several beautiful classic cars on display. The Council encourages local clubs to come along and promote their club and display their clubs history and of course cars, bikes etc. Always an interesting day!



Jag lovers enjoyed our Townsville Heritage Day in Anzac Park on The Strand – only Jeff missing, appearing a minute after the shoot. See the Queens Hotel in the background – a great heritage spot that's for sure!



Coming Events



TOWNSVILLE COMBINED MOTOR CLUBS

SWAP MEET

MOTOR AND MACHINERY ONLY

(NO BRIC-A-BRAC or PLANTS)

TOWNSVILLE SHOWGROUNDS

KINGS ROAD ENTRANCE

SUNDAY 14th JULY 2019

6am - 2pm

SWAP SITES (10m x 5m) \$10

Pre-booking of sites encouraged

email: cerutfa@ozemail.com.au

ENTRY FEES: ADULTS \$5

Children Under 15 **Free**

FOOD AND DRINKS AVAILABLE ONSITE

MAJOR BENEFICIARY

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AND STATIONARY ENGINES**

CLEAN OUT YOUR SHED, GARAGE OR
WORKSHOP AND BRING IT ALONG
YOUR JUNK MAY BE WHAT SOMEONE HAS BEEN
LOOKING FOR, FOR YEARS

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ALL ENQUIRES ring JOHN WEBER 0408 181 354

Or email **FRANK CERUTTI** at
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CHARTERS TOWERS

COMMUNITY DAY

PLANTS

FRESH PRODUCE

CRAFT

LIVE MUSIC

CHILDRENS
ACTIVITIES

COMMUNITY INFO

MARKET STALLS

8am-1pm
Sunday 25th August
Centenary Park

2019



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



2019 Targa Great Barrier Reef



After one of the most successful Targa events ever held, the amount of interest in entering the 2019 Targa Great Barrier Reef has been immense. Targa Great Barrier Reef 2019 is sure to be a sell-out.

TARGA Great Barrier Reef Tour - Friday 30th August to Sunday 1st September

Our members Russell and Claire Botha have entered the tour with a supercharged XJR X300 Jag. They are keen for our club to come along and support them. We have had it on our Events Calendar, **members going need to book early since it is a big festival weekend in Cairns**. Russell will advise more details to us – Friday night opening at the Cairns Convention Centre, Car Displays on the Cairns Esplanade Saturday Night, also Malanda and Ravenshoe Showgrounds over the weekend. We will send out more details later with accommodation options and rally viewing locations etc.

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



Social Events



Charters Towers Motor Show and Swap Meet - Sunday 9th June

Joe Pannia

The 41st Towers Motor Show and Swap Meet was another memorable event our club members enjoyed. This very longstanding Motor Show is one of the districts biggest meets. The Towers Restorers Club do a great job organizing community support and arranging sponsors. Numerous awards are given out for the Show'N'Shine. Many displays of cars and bikes are presented spectacular and presented in immaculate condition. Some are housed in the Showgrounds many outbuildings. A good idea this year because it rained Friday night and Saturday – a car event organizer's worst nightmare, reminds me of hosting ABD – just one day and the weather can wipe you out!

A bright sunny Sunday morning saw an impressive convoy of Jags rumbling down the Flinders Highway for a day out. Our friends at the Towers Restorers Club kindly allowed us to enter the arena as we arrived in convoy mid-morning to display our Jags. We met up with Jim Lewis with his superb XK140 and also Frank Munis with his white XJS. Frank came in all the way from Mt Isa for All British Day the week before and a stopover at this Towers event was a must.



We set up our stall to sell our remaining All British Day Grille Badges and Mugs between the Jags. We had approval from Clint the CTRC President to sell them there, and we need to sell lots more. We sold five to stall holders quite easily. I enjoyed telling stall holders about ABD, surprisingly many of them knew about it and had attended at some time. All were impressed with the quality of the zinc alloy badges for only \$10, especially so in British Empire red.

I took a video of the street cruise and posted it on Facebook, lots of rumbling sounds as cars and bikes accelerated out of the showgrounds gate. Sunday was judging day and the day we have always gone in the past, however we might go Saturday next time to get a better chance at buying some bargains at the Swap Meet. Stalls were packing up after lunch and I daresay the best bargains had gone. It was great to catch up with some of the Towers Restorers Club crew. We will meet up with them again at the Community Day at end of August and we usually have a rendezvous at the Mingela Pub at the end of the year. Great lunch there. Hmm! That goat curry is always great, looking forward to it!











What a jubilant celebration of the history and heritage of our beautiful tropical city. Everyone seemed to have put our big flood disaster behind them and most were out to have some fun. It was the first time for Heritage Day in Anzac Park right on The Strand opposite the Queens Hotel. A great old park with huge trees and big expanses of lawn. The Marque Club's impressive lineup of MG's were at the western end, Yorkie had to pack a water bag with his walking stick to get to the toilets. Great to have the space though, it was getting a bit congested at West End Park. The Jag Club had a beautiful spot near the main entrance with excellent public exposure. We had to dodge a few coconut trees and numerous services but we ended up looking like an organized lot flying the Union Jack to promote All British Day and our great club. I delivered our gazebo and gear on Saturday afternoon and the Redcoats kindly offered to guard the ute parked there overnight. They were in their encampment, a reenactment of an actual 1880's campsite in Townsville. We sold some of our Commemorative ABD 2019 Grille Badges and Mugs, quite a few still left but they are going fast at only \$10.



There are always new photos of the city to observe and spend some time reminiscing about the good or bad old days. It does bring the community together. I could see complete strangers discussing some photos of common interest. The aerial shots are amazing and you can see how the city has grown over many decades. It is a great visual examination of our history and heritage and how where city has been developed.

Pictures of the Queen's 1970 visit to Townsville to proclaim the newly autonomous James Cook University brought back memories. I could see my room 220 at University Hall in the background of a shot of the Queen's official party. That is as close to the Queen as I have ever been. Unlike our ABD Queen Sue who actually shook hands at Her Majesty's Diamond Jubilee in 2012 and has a photo to prove it. Buchanan's Hotel reminded me of the night it burnt down threatening to also burn down the Sturt Street telephone exchange where I worked. The tour of the Queen's hotel was a highlight except for the 30 minute wait in the winter sun for the 8 minute visit, but worth it to look over The Strand from that imposing balustrading. Several invited clubs put on a good combined show of classic cars. Members enjoyed being there and talking about their cars to the many visitors. Definitely a great day out and a good promotion for our club.









Then and Now II

In the 150 years since the city was founded, Townsville has evolved, grown and prospered. The pairs of images on this panel all show specific locations in Townsville's past, and what stands there now. It would be interesting to see how different the Townsville landscape will be in another 150 years.



• The former Townsville Ambulance Station c1910. The building was demolished in 1968.



• Buchanan's Hotel, built in 1904 and since featured on a 1973 Australian postage stamp. US President Lyndon Johnson paid a visit to the hotel during an October 1966 trip to Townsville. A fire tore through the hotel in 1982, and it was demolished shortly thereafter.







Contributions



Design Director Ian Callum leaves Jaguar

Jim Bateman

Acknowledgement to Autocar Lawrence Allan

Ian Callum leaves Jaguar after 20 years as design director. Callum leaves after transforming the brand's look; will "pursue other design projects" while remaining a Jaguar consultant.

[Ian Callum](#) is stepping down as director of design at [Jaguar](#) after two decades in the role, the British car maker has confirmed. The 64-year-old Scotsman, who is leaving to "pursue other design projects", will be replaced by current creative design director Julian Thomson. He will continue to work with Jaguar as a design consultant, however.

"I have had an incredible career at Jaguar," Callum said. "One of my biggest highlights was creating the [XF](#), because it represented the beginning of a new era, moving Jaguar from tradition to contemporary design. It was a significant turning point in our story. "I came into this

role with a mission to take Jaguar design back to where it deserved to be. It has taken 20 years, but I believe I have achieved what I set out to do. Given the strength of both our products and the design team, I feel that now is the right time to move on, both personally and professionally, and explore other design projects.



"Designing Jaguar cars was a lifelong dream for me, and I'm delighted to remain involved as a consultant for the brand. I have worked closely with Julian Thomson for 18 years; he is a hugely talented designer and absolutely the right person to lead Jaguar design into its next chapter."

Callum began his career in the moto industry in 1979, designing car parts for Ford. After 11 years there, he left to join Tom Walkinshaw Design, during which period he was partially responsible for the styling of the [Aston Martin DB7](#).

In 1999, Callum succeeded the late Geoff Lawson as Jaguar's director of design, initially also directing Aston Martin design at the same time. He was responsible for large parts of the [DB9](#) and [Vanquish](#) designs, although the former was credited overall to [Henrik Fisker](#).

The [XK of 2006](#) was his first chance to put his stamp on Jaguar design, followed by the XF in 2008. The new era of Jaguar exterior and interiors was completed with the 2010 [XJ](#). Callum has since gone on to oversee the design of the ill-fated [C-X75](#), the [XF Sportbrake](#), the [F-Type](#), the [XE](#), the [F-Pace](#) and the [I-Pace](#) to name a few. Thomson, Callum's successor, has been at Jaguar since 2000. Prior to that, he worked at Ford, had a stint as head of design for Lotus and was chief of exteriors at the Volkswagen Group's Concept Design Centre.





Anti-Lock Braking System

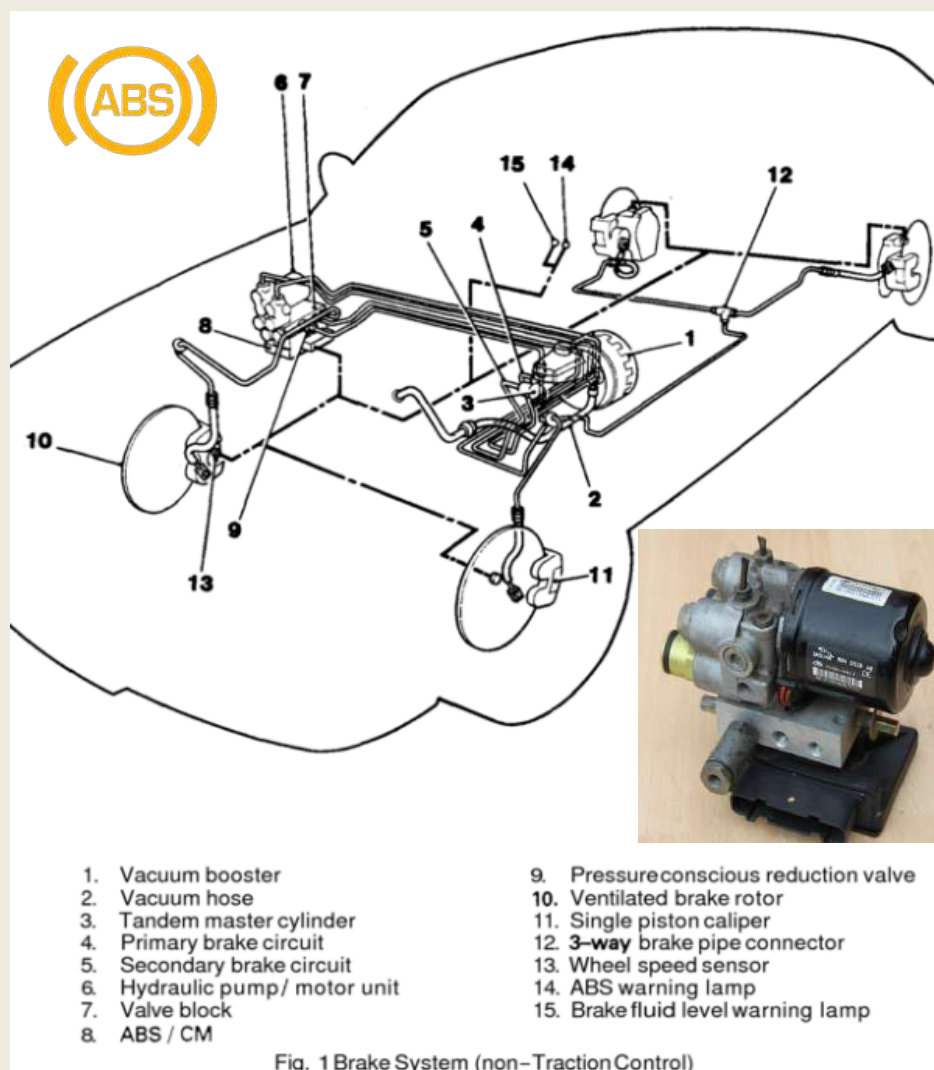
Joe Pannia

Acknowledgements: Wikipedia, Howacarworks, Jaguar X300 Technical Specifications

One of the most unnerving things that can happen in motoring is that you brake and one or more of the wheels locks up. This has two possible effects. It can make the car slew to one side or, if the car happens to skid in a straight line, the steering becomes useless and you lose all directional control.

On our trip back from Port Douglas earlier this year we had a shutdown of most of the X351's automatic control systems including ABS, Stability Control and even Cruise Control. Not a good time for this to happen since roads were still slippery after recent rain and we really had to take care at high speeds. The fault was easily rectified by replacing just one ABS wheel brake sensor thankfully still under warranty.

I had another run-in with ABS getting Jags ready for sale. We have kept our cars in roadworthy condition over the decades having them serviced regularly and attending to any mechanical and especially safety concerns, brakes specifically. Jags in point are the 1986 XJ Series 3 Sovereign and the 1995 XJ6 X300 Sovereign. I did not want to sell them without RWC – they have been always roadworthy as far as I knew.



The RWC for the Series 3 was easy, some brake pads, small central locking issues and a faulty radio antenna motor. Trying to get the X300 ready for sale with a RWC was somewhat harder, mainly due to the electronic systems. Fairly obviously you can't get a RWC with any fault lights on and we had two on - the SRS Air Bag and ABS warning lights. Diagnosis of the X300 was inconclusive but one phone call to Russell at Julatten put me on the right track. He has a supercharged XJ6 X300 ready for TARGA and had similar issues. Replacing the SRS Control Unit was the recommended fix and a unit delivered from the UK for \$80 solved that, thanks Russell.

The X300 ABS system however needed complete replacement of the ABS pump/motor unit and control module. I am currently waiting on delivery from UK. About \$150 delivered will hopefully solve that problem. These two recent ABS issues led to some researching on the way the ABS works on the X300 so here is a basic refresher on ABS:

Electronic anti-lock braking. Virtually all modern cars are fitted with microprocessor-controlled anti-lock braking systems (ABS). These can react very quickly to the wheels locking, interrupting and reapplying the brakes up to 25 times a second to ensure the vehicle doesn't skid. The best way to prevent skidding is to apply a form of braking called cadence braking. A driver who is skilled at this can usually avoid wheel lockup, but an anti-lock braking system does the job automatically and usually more efficiently. More and more cars are now being fitted with such a system.

Cadence braking. This is a way of maintaining control in very slippery conditions. The technique requires that the driver quickly and repeatedly releases and reapplies the brakes. The brakes should be released just before the wheels lock up but it is almost as effective to release them just after lock up. The technique of cadence braking has to be done in perfect timing with the car's natural pitching motion, otherwise it may not be of any benefit.

How it works. An anti-lock system automatically applies a form of cadence braking by detecting when a wheel is about to lock, releasing the brake at that wheel and then immediately reapplying it. The system, therefore, needs three main parts: a means of telling when a wheel is about to lock; a means of releasing its brake; and a means of restoring the pressure to the brake line after release. The third feature is necessary because the anti-lock system has to work without the driver releasing and reapplying pressure on the brake pedal, and without the pedal sinking to the floor.

Skid detection. A car tyre provides its best grip just before it gives up altogether and slides. Any method of detecting a wheel about to lock must therefore allow for its speed falling slightly below the free-running speed - the system must not react too eagerly, but must still work quickly once the point of best grip has been passed. In practice, there are two ways of detecting that a wheel is about to lock. Its speed can be compared with that of the other wheels, or the rate at which it is slowing down can be measured. In either case the hydraulic pressure at the brake can be released if the deceleration is too great. Computer-based electronic systems work by speed-checking the wheels against each other, but usually run a double-check by keeping track of the rate of deceleration too. Some anti-lock systems use mechanical sensors that detect when a wheel is slowing too quickly.

Brake valves. All anti-lock systems use some sort of valve to release the hydraulic pressure at the wheel cylinder to prevent the wheel from locking. The valve diverts the pressure back to the brake fluid reservoir. A simple release valve is not enough, however, because it would allow all the fluid from the master cylinder to flow back to the reservoir and the brake pedal would sink to the floor. Any release valve must have a means of shutting off the pressure supply from the master cylinder at the same time that it releases pressure from the wheel cylinder. This is done by shuttle valves in which an internal body moves so that it simultaneously closes the pressure-supply port and opens a pressure-relief port. The valve may be moved by hydraulic control pressure or by an electromagnetic coil. Where the skid detector is a simple mechanical device, mechanical valves are usually used; with microprocessor systems the valves receive electrical control instructions.

Feed pumps. Any anti-skid system must include a pump, or pumps, to provide the pressure to reapply the brakes after they have been released without the driver needing to release and reapply the brake pedal. The pressure in an electronic system is stored in a tank called a hydraulic accumulator and controlled by a pressure regulator. In most systems the pump is electrically driven. It keeps the accumulator at sufficient pressure to ensure that the system can reapply the brakes often enough to stop in any circumstances. Cars with fully powered hydraulics usually have a pump driven from the engine. These types of system are rare, though they have been successfully used on larger Citroen models for the past 30 years. The new Jaguar XJ6 also has such a system. The mechanical system uses a purely mechanical pump close to, and driven by, each wheel. Each time the anti-lock system releases a wheel, the action of its running back up to 'free' speed generates enough pressure for the brake to be reapplied once more.

Electronic systems. These systems work at the rate of 15-25 on-off cycles a second. They detect the speed of each wheel by reading the speed of a smaller toothed disc attached to it. The disc runs through electromagnetic sensors that count the teeth to find out how fast the wheel is turning. The signals from the sensor are fed to a microprocessor which works out if any wheel is running more slowly than the others, or if any wheel is decelerating too quickly. When the microprocessor decides it is time to release a wheel, it sends a signal to the electromagnetic valve to close off the pressure supply and momentarily release the existing hydraulic pressure. Then, when it senses that the wheel has speeded up enough, braking pressure is reapplied. The rise and fall in pressure is felt as a pulsing at the brake pedal — the only indication the system is in operation.

Anti-lock layouts. The most popular approach, seen in cars such as the Citroen CX with the ATE system or the Ford Granada and Jaguar XJS with Bosch ABS, is to control the braking of each front wheel but to handle the two rear wheels together, the rear brake pressure being governed by whichever wheel is closer to locking. This 'three channel' approach reduces costs while sacrificing little in the way of effectiveness compared with systems that control all four brakes separately, such as that in the S-class Mercedes. Honda adopts a slightly different approach for their ALB system, which works in much the same way but assumes that the most important wheel to prevent from locking is the most heavily loaded front one.



JAGS FOR SALE



These Jags for Sale ads are free everyone to advertise.

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

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



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

Contact John Benton on 0401 871 726 or 0414 796 409 for more details.

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

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

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

Interior, Exterior and Wheels in Good Condition. Low 64,980km. Tyre tread 90%

No photo available

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



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

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

Also selling in good condition **1986 XJ6 4.0L Series 3 Sovereign** **\$5,000 ono** Sage Green.
 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

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 [jagrq car display signs](#) Call Jim on 0448 569 191



CLUB MERCHANDISE FOR SALE



These lovely coffee/tea mugs proudly display our Club logo, with a panoramic shot of a number of our well-known club vehicles. The mugs are available for only \$10 each, so treat yourself or someone close.



Keyring - \$5



Belt Buckle - \$40



Keyring - \$5



Belt \$20



Key Ring \$6



Badge \$5



Hoodie \$35



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



Stubby Cooler \$5

Leather Cap \$30

Our Club car badges are 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**



**All British Day 2019
Grille Badges and
Mugs
we still have them
for sale
\$10**

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

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



CLASSIFIEDS



These classifieds are free to advertise.

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

WANTED TO BUY

XJ Series 2 or Series 3 windscreen wiper motor

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

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

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

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



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



Business Links and Recommendations



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

JAG Prestige Spares, Melbourne

An account has been established for the Jaguar Car Club NQ to enable members to purchase parts at a competitive rate. **Account number: 14387** When ordering parts, **phone 1800 337 379 (Freecall) or 03 9870 0542 (Spare Parts direct)** and ask for Phil.

He will process your order under this account, you will be required to pay by credit card. If Phil is not available, place your order and ask for the order to be referred to Phil.

Alternatively Email Phil Pietsch at phil@jagspares.biz

If visiting Melbourne you are welcome to call in at..... 52 Palmerston East Road, Ringwood.

Business Hours: Monday to Friday 8:30am – 5:30pm Saturday 9:00am – 2:00pm

Also **JAG Prestige Service**, 7 Eugene Terrace, Ringwood, Melbourne 3134 PH: 03 9870 8280 If you are in need of a vehicle inspection before purchase etc., please contact Herb or Phil for a quote.



These businesses are recommended by Club Members



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