



Northern Jaguar

We are the Jag Lovers of North Queensland

www.jagnq.com

June 2019



**Special Feature
Townsville 2019
ALL BRITISH DAY**

**The Queen with her Red Coats
waving to our big family of
motoring enthusiasts
at All British Day**



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



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PRESIDENT'S Report



Congratulations are in order! Against many obstacles this year, [All British Day](#) was undoubtedly the most well-attended and successful event we have hosted. You would not have believed that last Sunday the weather would be fine. Rain was forecast all week and we had to have contingency plans in place to avoid spoiling the pristine venue at [The Cathedral School](#). Ross and I were summoned to the school for Principal Ian's final decision at 4PM on Saturday, it was our third inspection of the grounds and we went with great trepidation. In the end some exclusion zones around The Lagoon covered us and minimal damage occurred.

Townsville's ABD is unique. Our All Things British theme, regular visits by Her Majesty, enactments of course, and our military theme makes ours very special. Read the history of how it has evolved here and around the world on our website and in the May NJ. The public response has been fantastic. The Townsville flood event impacted some exhibitors but we compensated with some new ones. Our bean counters came up with 31 Jags, a record and I daresay the most number of Jags ever seen in one place in the history of our city. We must do it all again. Admittedly most of this month's NJ is devoted to ABD, but without it we have slim pickings. Back to normal soon – our ABD Reviver in October is a thank you to all.

We will have our mid-year review in July and we can discuss how our club is travelling. Some new members joined at ABD and we always get attrition for one reason or another. Our club is steadily growing though and we must try to cater to the interests of all of our members whenever we can and wherever they are.

We have some worthy events to look forward to in the immediate future. The 41st Towers Swap Meet tomorrow will see several Jags rumbling down the Flinders Highway to look see. Our friends at the [Towers Restorers Club](#) have kindly let us come in and display our Jags in the arena when we come in convoy mid-morning.

Next weekend we have [Heritage Day](#) in Anzac Park. It is held along the same lines as ABD. Exhibitors and Clubs are invited and we enjoy some nostalgia and history of our beautiful tropical city. It's been my home since 1969 and I only moved down the road from Ingham when I was 17. Somewhat parochial but I like it here, far from the madding crowds of the very big cities. We also have the [Dam Fine Rally](#), the [Combined Club Swap Meet](#) and later in the year the [Great Barrier Reef TARGA](#) Tour. This is one event to look forward to. We will find out more from our members Russel and Claire. It's a big weekend in Cairns and we need bookings soon.



Joe Pannia

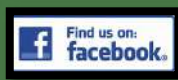
President JCCNQ (Inc.), 8th June 2019.



PO Box 3830
HERMIT PARK Q4812



www.jagncq.com



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 5 th , 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 All British Day Promotion Willows Markets
June Saturday 1 st Sunday 2nd Sunday 9 th Wednesday 12 th Sunday 16 th , 16 th , 23 rd Saturday 29 th , Fr 28 th – Mon 1 st July	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, Relics of the Range at Hervey Range Tea Rooms, Run Weir School Dam Fine Rally Ross Dam Park Townsville, Display at Townsville Show
July Sunday 7 th Wednesday 10 th 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 1st 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



Yet another mammoth issue of NJ for June. We delayed this production by a few days to get All British Day in while it was still fresh in our memory. We have a special ABD feature here and this time I have the history of this year's event from its start last December. The ABD Facebook Page time line says it all and it was a great help for this NJ story. To say that ABD does take a fair amount of organising is an understatement. Our ABD committee consisted of four co-ordinators with many more team members contributing closer to the day. Thanks to all who sent photos in.

We have the Willows Promotion covered which is always fun displaying our Jags and selling raffle tickets. The ABD dinner the night before is here too. We had over 30 members and guests and great food. Our successful drone flight gave us some never before seen photos and videos of the beautiful school venue.

I took the opportunity to add some information on the 100 year anniversary of the founding of the [Armstrong Siddeley](#) marque. What a fantastic logo that is. Kevin was delighted to finally show his AS at ABD on the centenary.

The funny episode at our ABD dinner prompted me to reproduce a story I wrote years ago on British Racing Green. Some history there, many recent members may be interested in how it came about. It's a fine club colour too!

We have several great upcoming events advertised here. Note the change of date and venue for Townsville [Heritage Day](#). In Anzac Park this time to commemorate the first landing in Cleveland Bay 200 years ago. Display details have come in, our club has been allocated a good spot with frontage to The Strand. That story in the next NJ. Other coming events are the Towers Motor Show and Swap Meet, Dam Fine Rally and Combined Clubs Swap Meet.

We can take the opportunity to sell our leftover ABD grille badges and mugs at these coming events.

The Great Barrier Reef TARGA tour is on in late August. A great time to go north and attend with our regional members. More about [TARGA](#) in future issues. Go Team Jaguar!

We have coverage of the car display at the 50 year commemoration of Ignatius Park College. That is one event not associated with ABD but we did try to promote it there. I was not surprised that a lot of regular contributions to NJ did not come in. ABD preoccupation again I suspect. We had club runs but no stories. Hope to get Mary's member story, Jim's regular Jaguar feature, [Townsville Jaguar](#) Fact Sheet and another Famous Jags story from Chris next time. Nigel has a technical story and another report from Jag Central.

Hope you enjoy this NJ. Cheers Joe.

Cover Photo: No other All British Day is like ours! The Queen visits our very own celebration of the history of the British Motor Industry. A British festival with our "All Things British" theme and special "Military" theme for our military city. It's a family day with the older generation passing down a piece of history and nostalgia, fitting at a Church of England School too!



The early morning scene at All British Day at The Cathedral School with the Union Jacks flying and the sun shining for the first time in a week - the Queen's blessing on the anniversary of Her Majesty's coronation.



Coming Events



SAVE THE DATE

41ST ANNUAL CHARTERS TOWERS MOTOR SHOW & SWAP MEET

LIVE MUSIC
GREAT PRIZES
FOOD & DRINK
SHOW & SHINE

7-9 June 2019

CHARTERS TOWERS
SHOWGROUNDS - MARY STREET
CLUB > EVENTS
f CHARTERS TOWERS RESTORERS CLUB
✉ CTTC@OUTLOOK.COM.AU
www.cttc.com.au



Heritage Day

is back for 2019 with a new date and location!

Come down to **ANZAC Park, The Strand** and enjoy this free, family-friendly event that celebrates Townsville's unique history. Meet our local heritage groups and organisations and enjoy roving entertainment, food court and a range of free activities including guided tours and so much more. More details to come!

Sunday 16th June

Tropical Coast Wanderers

DAMFINERALLY 2019

27 Jun - 1 Jul 2019

The Tropical Coast Wanderers Chapter of the CMCA and Townsville City Council Invite you to attend the Annual Dam Fine Rally at Dam Park, Townsville.

- Live Entertainment
- Public Open Day
- Trade Stalls

Living around the Campfire.

Make the most of your time in our beautiful City..

Come along and enjoy the festivities in this picturesque bush setting at the base of the Ross Dam.

***** North Queensland Disc Bowls Championship *****

Competition will be held at the Dam Fine Rally

OPEN DAY

Sat 29th June, 2019
8am - Bush Poets Breakfast.
9am - 4pm - There will be entertainment, market stall, trade displays, motor homes open for display.

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

RONALD McDONALD HOUSE, TOWNSVILLE

FREE ONSITE CAMPING

(SOME WITH POWERED SITES)

**DISPLAYS OF VINTAGE, VETERAN AND
CLASSIC CARS, MOTORCYCLES
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

BATTERY & METAL RECYCLING AVAILABLE ONSITE

ALL ENQUIRES ring JOHN WEBER 0408 181 354

Or email FRANK CERUTTI at
cerutfa@ozemail.com.au



We have been invited to show 2 - 3 cars at

Townsville Show

Cars must be more than 30 years old and stay in the show area for the duration. They are displayed behind barriers and secured overnight. More details next meeting.

Townsville Show Times

Friday 28th June - Monday 1st July 2019

Monday - Public Holiday

Friday - 5pm - Late

Saturday - 9am - Late

Sunday - 9am - Late

Monday - 9am - Late



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



All British Day - Sunday 2nd June 2019

Joe Pannia

We did it! Against the odds, the weather turned fine right on cue and we had another fantastic celebration. I would like to thank everyone who supported the event, our club members, very importantly the other clubs who voluntarily support us and without whom the show would not go on, individual exhibitors and the many business who came along and of course our big family of motoring enthusiasts who came in on the day. Special thanks to The Townsville City Council for the Community Grant, The Cathedral School for the beautiful venue and Councillor Kurt Rehbein for the official opening. A very big thank you to Councillor Kurt who is a very enthusiastic supporter of ABD.

A lot of work goes into organising ABD, preparations usually start the previous year. We have been posting on our ABD Facebook Page since December last year and the time line there says it all. Most of what we planned happened. Some displays were impacted by the flood, some had other issues but a few more exhibitors came along, more motorcycles from the Townsville Triumph Riders at ABD for the first time were good to see. The double decker London Bus Tranquilo seized a valve, bugger, try again next year. The May Pole Dance and the Rusty Riders Push Bikes were no go but will be back next year bigger than ever. We had the School Drum Corp and 1RAR Brass Quintet for the first time. Jezzine Museum was to come but the weather was expected to cause trouble for the display material so no show.

We created our event on our ABD Facebook Page on 17th December 2018 with promotional photos from past ABD's with this description: "All British Day is a display of British vehicles and machinery current and past, highlighting aspects of British culture and heritage and promoting a military theme. The festival was first held in Townsville in 1992 and since 1999 has been hosted annually as a free community event by the Jaguar Car Club of North Queensland. ABD attracts visitors and participants from all over North Queensland. At least one hundred and fifty vehicles are displayed in a tropical setting around "The Lagoon" in the beautiful grounds of The Cathedral School Mundingburra." The same information was inserted on What's On Townsville, Eventfinda and dozens of websites via the Australian Tourism and Data Warehouse.

On 6th February 2019 news of Townsville's flooding disaster reached Buckingham Palace and Queen Elizabeth passed on a message of support to us. It was great to hear the Queen was thinking about us during this huge weather event. We paid special homage to Her Majesty at this year's All British Day especially since it was the 66th anniversary of her coronation on 2nd June 1953.



We updated our Facebook profile picture and cover photo on 19th March, will revise it soon. These photos were used.





We received fantastic news on 25th March that the Townsville City Council had approved our All British Day Community Grant request. We went full steam ahead with our advertising campaign to host ABD again as a free community event. We published our Media Release Story and ABD Flyer to include the Council's generous support. We organised coverage on [Triple M](#), [Triple T](#), [Townsville Bulletin](#) and interviews on [ABC Local radio](#), and later local TV News stations.

More good news came on 19th April with official Army Support. [The Army](#) supplied a 25 pound British Field Gun from the [4th Regiment Museum](#) with a soldier to provide information and history of this once formidable weapon. We arranged to have the Spitfire display again from the [RAAF Museum](#). The Military Displays filled up the eastern end of "The Lagoon" with several individuals also displaying their Land Rover collection. We also had the [Land Rover Club of Cairns](#) and Mark Nixon Auto came in with the [Landy Centre](#).



The Cathedral School
of St Anne & St James
TOWNSVILLE

The Cathedral School supported us not only with the unique tropical venue but also this year with the School Drum Corp marching and an additional award – the Boarders prize for "Best around the Lagoon" – carved from a piece of one of the huge raintrees that we are in awe of on the day. Beautiful trees!

We must have had the Queen's blessing on Sunday. Against many obstacles especially the weather, All British Day turned on the sunshine and we had one of our finest celebrations ever. It looked like a wet slippery weekend with contingency plans and exclusion zones around The Lagoon, we didn't want cars sliding into the water.



The British festival atmosphere was great. The enactment of the Queen's visit with the Royal family including the new babe following the Rolls in two beautiful classic white Jags was a sight to see – a car show after all. The military theme went well too. The Red Coat troops as guard, the RSL Pipes and Drums Band leading and the School Drum Corp at the rear made a fantastic parade. The 1RAR Brass Quintet played Rule Britannia and God Save the Queen as well! The cars and bikes were just spectacular. Enough sunshine to make the chrome and colours brilliant. Multitudes of photos have been sent in – here are just a few. We flew the drone and this year we can share never before seen photos and videos of our beautiful tropical venue. See more on our [ABD Facebook Page](#) and on our [JCCNQ website](#).





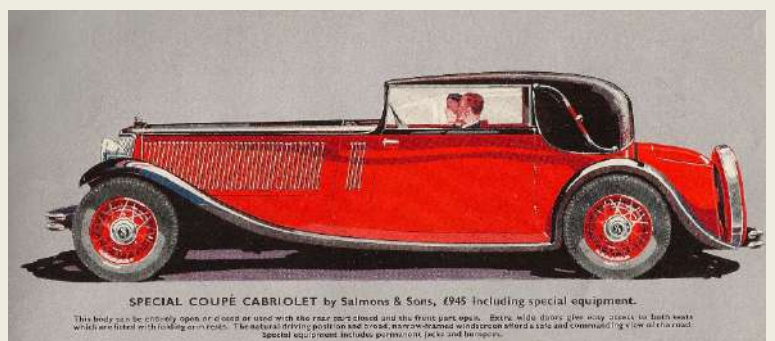
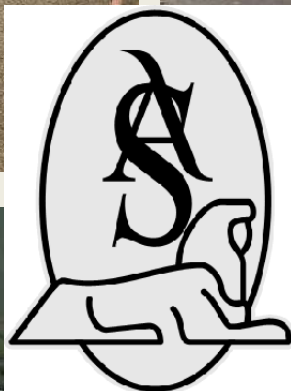






2019 is the centenary of the Armstrong Siddeley Motors brand. It was in 1919 that the Siddeley-Deasey Motor Company joined forces with The Sir W G Armstrong Whitworth Development Co to produce motor cars from a factory in Coventry under the name of Armstrong Siddeley Motors Ltd. This arrangement was to last some 40 years until 1960 when, due to various mergers, car production ceased. Eventually, after negotiations with the new owners, Rolls Royce Ltd, the factory stock of spare parts and all Company documents and records including the brand name and all intellectual property of Motors passed to the [Armstrong Siddeley Owners Club](#).

Ou 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 Brithis 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.





Our club is a community minded organisation and we have been donating to charities since we incorporated and have had full control of our funds. We donated to the Royal Flying Doctor for many years but in the last couple of year we have been donating the full proceeds of our ABD raffle to the [Heart Kids Foundation](#). The club decided that a smaller organisation would be better to support for a change. Thanks to Sandra and Malcom Burgess for suggesting this. They had a young family member impacted by a heart medical condition and that prompted us to donate to Heart Kids.

We raised \$411 dollars at the ABD raffle. The Club donated the prize and thanks also to Ken and Sue Cryer for the additional goodies inserted into the basket. Many thanks also to our Fundraising Officer Peter Dixon who has been doing this for the last eight years. Congratulations also to the lucky winner.







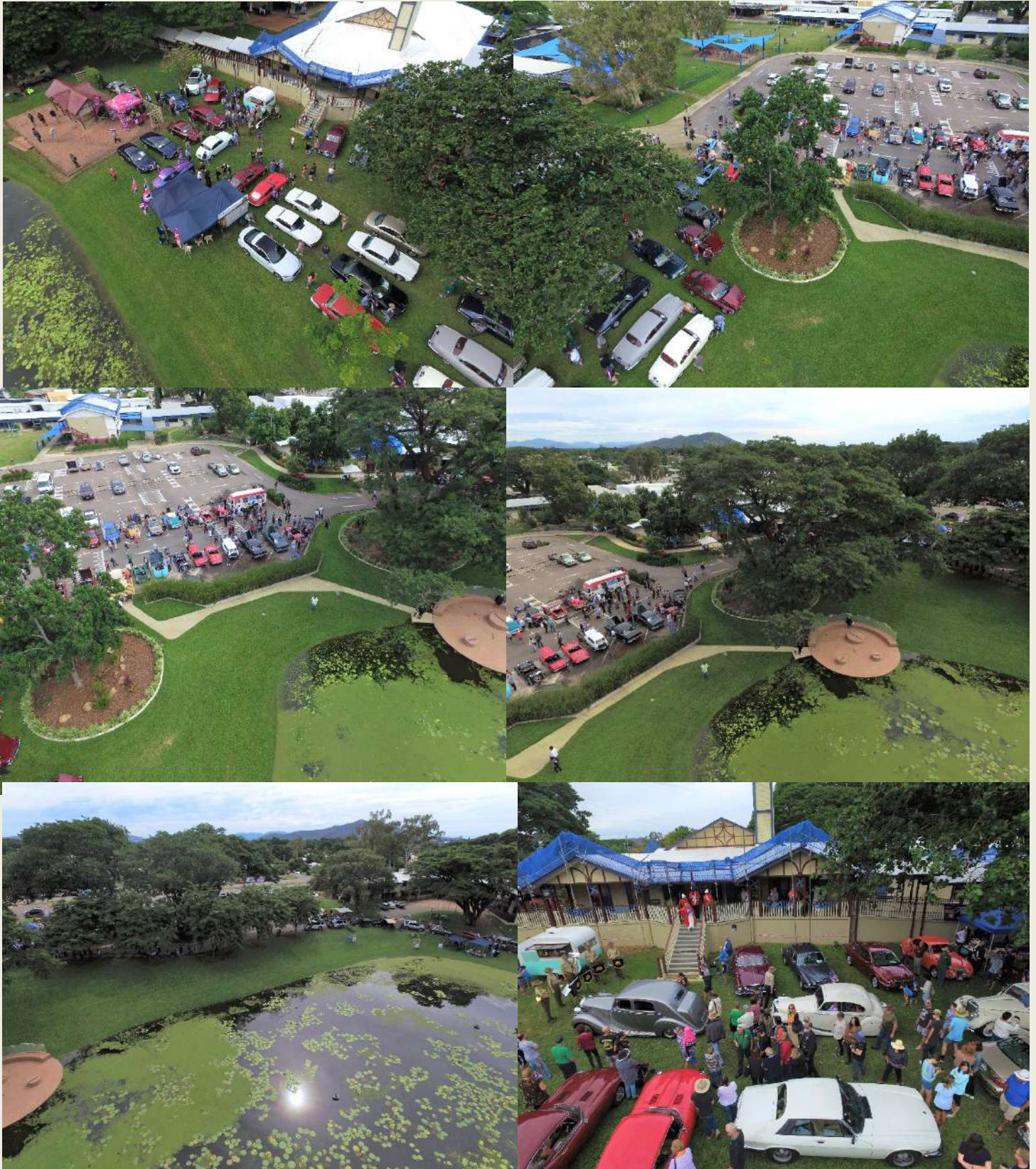
We had several judges for ABD again this year and five very deserving awards were given out. A lot of work goes into restoring and presenting these cars and bikes in immaculate condition. Frank's Dennis Fire Engine deserves a prize every year. So here it is too. Judges were: Best Car - Frank Cerutti, Best Bike - John Alexandrou, Best Jag - Chris Bonner and Dean Knight from Townsville Jaguar, Best Display – Peter Ridd and Joe Pannia, Boarders Prize – obviously The Cathedral School Boarders – thanks to Hannah, they did a good job giving us two special mentions – Jim Lewis's Jaguar XK140, and Mick Ing's Blue Lotus.

1. **Best Car** - 1951 Vauxhall Velox Caleche - Dave Willing
2. **Best Bike** – 1969 Triumph – Gordon Woodman
3. **Best Display** – Townsville Restored Motorcycle Club
4. **Best Jag** – 1971 E Type – Ken and Sue Cryer
5. Boarders Prize for “**Best Around The Lagoon**” – 1954 Austin Healey – Phil Case





We managed to successfully fly the drone this year, so we have never before seen footage of ABD. Britannia rules the waves and took over the skies for a 35 minute time interval thanks to CASA. The drone was only allowed to fly to an altitude of 50 metres so we couldn't get the whole of The Lagoon and the displays in. We certainly can't break the law when the Queen is there. We might be able to overcome that with a wider lens or similar next time. We have some fantastic drone video footage of the Military Parade as well. The TripleT broadcast equipment interfered with the sound so the drone footage was silent. I managed to put some audio into it, a learning exercise for me, Rule Britannia as the parade arrived at the steps and God Save the Queen starts right on cue as Red Coat Trooper Jake hoists the flag. That wasn't too hard but posting it on Facebook was difficult. After we publish this NJ we will try to get that fantastic video of the Queen arriving at the school steps reposted again in HD as it should be. Many thanks to Ken Cryer.



We saw boundless enthusiasm for All British Day at our Willows Markets Promotion on Sunday 26th May. Rotary gave us a good spot near the main entrance to the Shopping Centre. Willows Markets is the centre of town on a Sunday morning. All the Pollies set up there at election time and it has been our regular spot for years. We handed out the last of our 800 ABD flyers, displayed the poster and sold tickets in our ABD Raffle in support of the Heart Kids Foundation. Sue and I asked permission to walk around selling tickets but no go. The Rotary volunteers bought tickets though and said they would come to ABD.



Thanks greatly to our Fundraising Officer Peter Dixon who organises the Willows Promotion each year. Peter displayed his Topaz X300, Nigel had his immaculate white S Type and Ken and Sue had their signal red E Type – what an eye-catcher of a Jag it is. We had lots of interest and members enjoyed talking to people about ABD. The Jags are always a good talking point. Thanks also to our many members who came along to support our promotion. We will try to arrange some of our participating clubs next time. Their voluntary support is what makes ABD the show it is!



Our Public Relations Wallah and ABD Town Cryer Kevin came in too with heaps more CD's for us to take extracts and have Triple T play on the day. He gave us a Union Jack Top Hat which Peter will wear at ABD. I left my hat in the car and needed a hat when the sun came out and put it on when Chris and I walked around the market. The top hat attracted questions and many people found out more about ABD than they may have wanted to know. A good and successful morning out as always.



It is tradition now to welcome our regional members who come to enjoy and participate in All British Day, so members, family and friends are invited to dinner the night before. The ABD dinner and the Christmas party have the biggest attendance. The club has a policy of rewarding our active members so we take these opportunities to subsidise while most members are all together. Our new meeting place at Cluden Park Motor Inn hosted our dinner. Manager Troy put on a great buffet. I was impressed with the menu – roast pork, sliced ham, beautiful battered fish, roast vegetables and salad plus pavlova, sticky date pudding and mud cake for dessert, all you can eat – and all for only \$32.

There are lots of parties in town held mainly by our large population of Townsville residents with British heritage who take the opportunity to celebrate All British Day. This year there were parties two nights in a row since Sunday 2nd June was the 66th anniversary of Her Majesty's Coronation. No doubt extra bottles of champers were opened on Sunday night as well for this great nostalgic event.



Margaret has the wave sorted – the next Queen maybe?





Social Events



Ignatius Park College 50 Year Celebrations - Saturday 11th May

Joe Pannia

We were invited by the Marque Club to display our Jags at the 50 Year Commemorative Celebrations of Ignatius Park College. Their president Mike only gave us a few days notice, he didn't have much more himself but we managed to fly the flag for the club with two Jags. Ross was a school master there and he displayed his 2006 Indigo Blue S Type 2.6D and I managed to coax Jo who lives around the corner into displaying her 2002 BRG X Type. Nobody noticed the missing side skirt panel. We were given the OK to display our All British Day poster but it was too windy earlier in the day and it kept blowing away so Ross put it away. We try to take every opportunity possible to promote ABD.

It was a pleasant evening especially at twilight, Chris and I went along to have a look. I quite enjoyed catching up with the Marque Club members and other car enthusiasts there. Chris the opshop junkie had an ulterior motive checking out the jumble stalls. Triple M's Pricey was there on a live broadcast so I managed to catch up with him and talked briefly about our upcoming All British Day radio ad campaign which was in progress at the time.





Contributions



British Racing Green and the colour of Ray Ryan's Jaguar

Joe Pannia

It was the funniest thing at our All British Day dinner when one of the Cluden Park staff came into the restaurant and announced that a green Jag was partially blocking a driveway. A total mystery - it wasn't Jo's British Racing Green X Type and Rick's BRG S Type was still on Maggie Island. But then Ray piped up remembering where he had parked his XJ 40. Everybody had a chuckle. Ray maintains his XJ40 is now Cobalt Blue – he originally had requested the spray painters to paint it metallic BRG but something went wrong – metallic BRG was an excellent choice for the XJ40. The colour has been debated by members for years. I can definitely see green in bright sunshine! This little episode has prompted me to reproduce an article I wrote several years ago on the history of BRG when Ray's paint job was done. Apparently green and blue are hard to differentiate in metallic colours as explained mathematically below. It is also a bit of history and it was also at the time we decided to use British Racing Green as our club colour:

British racing green, or BRG, takes its name from the green motor racing colour of the United Kingdom. Although there is still some debate as to an exact hue for BRG, currently the term is used to denote a spectrum of deep, rich greens.

When Britain first competed in international motor racing in 1902, they had to choose a different colour from the national flag colours of red, white and blue, because those had been already taken by America, Germany and France. When Selwyn Edge won the 1902 Gordon Bennett Cup race for England in his Napier it was decided that the 1903 race would be held in Ireland, at that time a part of the United Kingdom, as motor racing at the time was illegal in Great Britain. As a mark of respect for their Irish hosts the English Napier cars were painted shamrock green. Thus the beginning of the famous green.

Many of the earliest greens used on British racing cars were of a lighter olive, moss or emerald green. Later, darker shades became more common, though there was a return to lighter greens by the 1950s. In the 1920s Bentley cars were hugely successful at Le Mans, all sporting a mid- to dark-green. The first recorded use of the darkest green shades was on the Bugatti of Briton William Grover-Williams driving in the first Monaco Grand Prix in 1929. This colour has become known as British Racing Green.

In the 1950s and 1960s British teams such as Aston Martin, Cooper and Lotus were successful in Formula One, all in different shades of green. The Australian-owned but British-based Brabham team also used a shade of BRG with a gold stripe, sporting colours of Australia. Under pressure from a number of teams, in 1970 the FIA formally gave Formula One an exemption from the national colours ruling and the previously common green colour soon disappeared, being replaced by various sponsor colours.

The history of the famous greens was revived in 2000 by Jaguar Racing in Formula One, but after this team was sold to Red Bull by Ford in 2004 the team used their own colours. Other traditionally British manufacturers have since followed suit reviving the green. Bentley cars were painted in a very dark shade of BRG, Aston Martin light BRG and Rocketsports Racing also used green for its Jaguar XK in the American Le Mans Series and others.

In 2010 Lotus returned to Formula One in dark green with yellow and chose BRG with the aim of "striking an emotional chord with young and old alike and evoking memories of some of motor racing most iconic moments". With the many successes of British racing teams through the years, British Racing Green became a popular paint choice for British sports and luxury cars.

Originally a solid colour, British Racing Green is increasingly a metallic paint due to the limited range of solids offered by today's manufacturers. From a mathematical perspective the luminosity function proves that green light contributes the most to the intensity perceived by humans, and blue light the least, but because the lightness correlate is calculated using the cube root of the relative luminance, it is almost impossible to discern the blue from the green or vice versa in these metallic paints.

So has Ray's car been correctly painted as he requested in BRG metallic? Definitely within the realms of possibility is about all I would venture to say.

Here are some examples of cars painted BRG.

2002 XK8 Metallic BRG



Jaguar XE Metallic BRG



Jaguar XKD Dark BRG



Aston Martin Metallic Light BRG



Ray's 2002 XJ40 Metallic BRG? Or Cobalt Blue?



... and here is Ray himself at the 2019 Anzac Parade



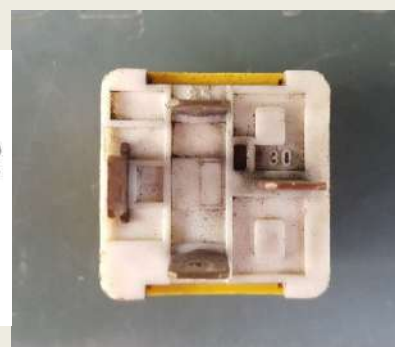
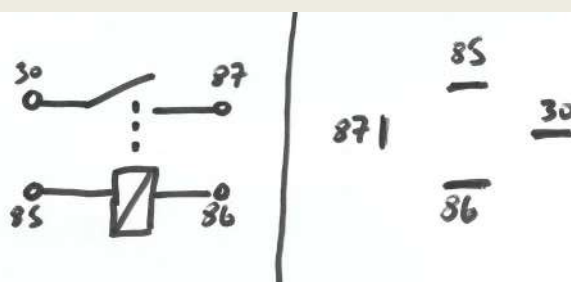


I have always been unreasonably baffled when it comes to car electrics. I have (and remember most of) basic school physics and am reasonably technically-minded, but I get a far-away look in my eyes when there's talk of resistance, ohms, volts, amps etc, and go running for professional help; of course, being colour-blind doesn't help! So I decided a year or so ago to do something about my mental roadblock, bought myself a multi-meter and started reading.....

Since the mid '70's many electrical circuits are protected by relays, which reduce voltage drop at the business end (headlights, aircon compressor, wiper motor etc) and ensure more efficient operation. Like most car components they sometimes go wrong and need to be replaced. But how can you tell if the relay is faulty? If it ain't broke, don't fix it! Here is the procedure I used to test the auxiliary fan relay on my 1898 XJS.

Generally, relays have 3-5 pins. The principal for testing them is more or less the same with some minor adaptations. Mine happens to have 4 pins.

- Check what you're testing. Most relays will have a circuit diagram on the moulding, so copy this down on a piece of paper. Also, the terminals themselves should be marked with numbers; copy this down on the same piece of paper like so:



- Step 2. Measure the resistance between terminals 85 and 86. Anything between about 40Ω (ohms) and 120Ω is acceptable. In my case I got a reading of 84.5Ω - bang in the middle!
- Step 3. Apply 12v across terminals 85 and 86. You should hear an audible "click" as the switch activates. If it doesn't, try swapping over the +ve and -ve 12v feed. If you still can't hear an obvious "click", your relay is faulty and must be replaced.
- Step 4. The audible "click" in step 3 is the switch activating, closing the contact between terminals 30 and 87. To see if this switch is doing what it's supposed to do, with 12v applied across 85 and 86, measure the voltage between 30 and 87. The reading should be 12v.
- Step 4. Just to be sure the voltage across 30 and 87 results from the switch activation, this time check the voltage WITHOUT 12v applied across 85 and 86. The reading should be 0.
- Finally, with 12v applied across 85 and 86, measure the resistance between 87 and 30. There should be negligible resistance – in my case the reading was 0.001Ω; you can't get much more negligible than that!

If your relay doesn't pass all the above tests, it should be replaced. In my case the relay passed OK so I can be confident that problems (if any) with my auxiliary fan circuit lie elsewhere.

These tests are quite simple and can save \$\$\$\$\$. You don't need to know any advanced electrical theory to perform these tests. I made the mistake of looking up OHM on [Wikipedia](https://en.wikipedia.org/wiki/Ohm) – and got completely lost within a couple of sentences.....

What do you call an electrical engineer trying to solve an issue? Sherlock Ohms of course!

DRIVER'S DOOR WON'T OPEN



A few weeks ago, while enjoying a Sunday Prowl 'n Coffee, Glen regaled us with a hilarious account of the failure of the driver's door latch on his X350 (luckily at home) and his attempts to extract himself, firstly through the window, then through the passenger door, climbing over the centre console and generally getting himself into uncomfortable and undignified positions!! Meanwhile, Karen was unsympathetically giggling in the background!!!!

Barry, who had a similar problem with his X350 a few months ago, suggested a new door latch mechanism at +\$350, which must come from England and would take a while to get here. I offered to have a look at the door lock to see if I could come up with a temporary fix so Glen and Karen could still enjoy the car while waiting for the spares.

Neither the inside nor the outside door latch would operate, and the inside latch handle was in a very strange position – but I thought if I could swap over the rear door latch mechanism, transferring the problem to the back seat, the car would at least be driveable comfortably.

I did what many Jag owners do when faced with a problem – I checked out YouTube, where it was confidently pronounced that it was possible, with difficulty, to get the door panel off the car with the door closed, thereby giving access to the opening mechanism. I then removed the door card on the passenger side just to make sure I knew what I was dealing with – and Lo and Behold! This particular model has a plastic clip on the bottom door edge which is impossible to access/remove with the door closed. So this won't work.....

I then removed the plastic trim around the interior door handle. These bits are quite flimsy so great care must be taken not to break them. Once they were out, I could see (almost) the actual door mechanism, but there was virtually no access to get in behind the latch, and I couldn't effectively see what the problem was. Anyway, I got out my hook tools and started poking around – carefully – until after about 2 hours I managed to free the end of the latch cable. Even now I'm not 100% sure exactly how I did it, and I'm not confident I could easily replicate it, but once the cable was free, a quick pull opened the door. To my HUGE relief! My back was getting sore, and my patience was running out.

With the door now open I could remove the door latch from the door card and see what was going on. Everything was in one piece, no broken bits or cracks, but something looked out of place. I dismantled the latch and reassembled it how I thought it should be.

I tested the latch several times with the door open before I dared to actually close the door. Luckily everything works exactly how it should, from the inside and the outside, and the locking mechanism works smoothly both individually and centrally.

So, instead of a temporary fix, we have a permanent one, and Glen does not need to fork out hard-earned cash on unnecessary spares. Neither does he have to get himself into uncompromising positions, and Karen will have to find something else to giggle at.....

Not everything you see on YouTube is Gospel-truth.



Members sometimes get frustrated with the amount of time, attention and mention devoted to All British Day by our club, but there's absolutely no doubt that the event is the high-point of our (and many other clubs') annual calendar, and well worth the considerable effort in organising and promoting. For me it also serves as a focus for all my efforts with my cars during the previous 12 months as I battle to get them ready for the big day. For example, last year I started stripping down The Purrly Queen the day after ABD 2018 in preparation for her new coat of paint, and now she's ready to formally meet the public again. Some new mini-projects are in the offing after this year's show – I daren't start them now! Fingers crossed, all 3 will make it again to the Cathedral School this year.

Prince Caspian – 1965 Mark X 4.2



Reassembly of the carburettors has been slow but steady. Most of the hard work had already been achieved as has been reported in previous months. The engine bay has been cleaned up as much as possible and the parts have been restored to their rightful place.

Here you can see the brake master cylinder, booster, pedal box and reservoirs have been fitted. The right hand wheel arch was seriously untidy so I cleaned it up and applied a bit of leftover pewter spraypaint. Not a very good colour match, but it'll do as temporary protection.



The carbs look pretty impressive on top of my BBQ. Working on each carb individually on the workbench, I had all the settings fixed, including centralising the needle so the pistons dropped down with a satisfying "plop". Don't ask me how, but by the time I fitted them to the engine block the rear piston was decidedly stiff. So off they came again to be readjusted. A frustrating loss of 2 whole days (I never said I worked fast!).

Carbies on, hoses connected, no left-over electrical connections, now is the time to TRY to start the engine. Ignition on revealed a few minor fuel leaks where a couple of unions needed tightening, so what's stopping me? With a deep breath I pushed the start button – and HEY PRESTO! – it started on the second push! It was running a little roughly, not surprising really, but it hasn't been tuned yet. An afternoon with a small screwdriver, a length of hosepipe to attach to my ear, and the workshop manual, got things running much more smoothly, but the following day, after the engine had cooled, it was difficult to start, but much better when it was warmed up. Obviously it needed tweeking beyond my really limited abilities, so a quick call and Chris was round in a flash and a blur. Timing was spot-on, and a few tiny but crucial manipulations to balance the air intake and re-adjust the fuel mixture and it's running like a sewing machine. RESULT! And thanks a million Chris.

As a small bonus, running the engine allowed me to test the vacuum system, particularly in relation to the air vent (just in front of the windscreen) operation. It now works properly, bouncing up with enthusiasm at the push of a button, and remaining open when ignition is turned off – showing that vacuum is being maintained in the system.

As I write this article the airbox has been fitted, brakes bled, and we're only a few hours away from a test drive – hopefully tomorrow. I'll have to run the car without upper front bump stops – they have disintegrated, are unique to the Mark X and replacements are no longer available – and yes, I've tried Melbourne, England and the States. But I promise not to hit any speed bumps Officer! At least until I work out a solution.



Post Script:

A successful test drive this afternoon. The car runs smoothly; brakes are sharp; power steering is now very light for such a heavy vehicle – with no oil leaks; vacuum system much improved; cooling system now protected against fluid loss on hot days (theoretically at least). And the engine bay looks so sexy with all that polished aluminium. A really good outcome. All it needs now is a wash and polish.....

Alan – you don't need to worry anymore following me in the convoy. Exhaust is clean – no danger any more of sooty deposits on your white bonnet!

Georgie – 1989 XJS V12 coupé



Nothing further to report on Georgie, who is suffering just a little from benign neglect. The laser temperature gun failed to indicate any overheating issues so I'll just have to wait until the weather gets a bit warmer to be 100% sure that all is OK. Still, you can't be too careful with a V12.

Georgie is Lee's car – a present for when she had to give up her driving licence a few years ago. She won't let me use a car cover because it'll spoil her view of the silhouette through the carport shade netting, so dust is always a problem, even after only a day, and I seem to be washing and polishing more than actually driving the car. But that's a small price to pay.

The Purrly Queen – 1965 3.4S



Nothing much has been done with Her Majesty this month – mainly because of my preoccupation with getting Prince Caspian ready for ABD. It's not a good time, just weeks before ABD, to start on any "project", particularly with my uncanny ability to take far longer doing things than just about anybody else! I've been doing a little fettling, tightening, cleaning and polishing, but she's proven to be a reliable coffee cruiser of late, so perhaps it's better to leave well alone.

I have however let my mind wander over a potential wish-list of things to do/improve. For example:

- Fit newly reconditioned carbies.
- Check and improve the exhaust system. She sounds very throaty and I'm sure there's a leak somewhere!
- Convert to negative earth and fitting an alternator. Not quite so simple as the power steering pump is driven from the back of the existing generator – but a necessary modification if I want to eventually fit aircon and a reasonable sound system.
- Investigate and fix the speed hold mechanism, which allows selection of low gear for uphill stretches.
- Investigate and fix the anti-creep mechanism, which prevents the car rolling forward when drive is selected and the car is stationary.
- Replace the black carpeting with original red, to match the seats and door cards, while at the same time applying additional sound-proofing.
- Installing a coolant overflow tank.
- Fixing the Smiths dashboard clock.

- Replacing the boot side panels. The existing ones are brittle and warped.
- Sorting out the fuel pumps. They work well but are not original, are very noisy, and operate constantly without slowing down when pressure has been achieved. This would probably coincide with removing and cleaning the fuel tanks. They don't leak, but are over 50 years old and must contain a fair bit of muck and crud.

That should do for now. It'll be interesting to compare this wish-list with results achieved next year. Hope I won't be too embarrassed!!

The One That Got Away



Those who know me well will understand my love of the Mark IX Jag – the first Jag I ever owned. I was sent a link a couple of months ago, by a good friend of the club Paul Marsh, to the Shannons Auction in Melbourne at the end of April. I oggled at this lovely car, and downloaded the mechanical report – just for interest mind you!

Everything seemed too good to be true, and the price estimate was \$14-18k which was surely more than reasonable. But still, I was no more than curious.....

During one of my fairly routine calls to Phil at Prestige Jaguar, I asked him if he would have a look at the car for me – just for fun of course! He put me on to a really knowledgeable auto consultant, Graeme Cuthbert, who agreed to give me an unbiased and realistic report on the car for a very reasonable price. He reported there was plenty of interest in lot 17, some from overseas, it was in good, honest and original condition, and he felt the price would more likely be in the early to mid \$20s. Of course the price was irrelevant to me. I have no space for another car and I have my hands full with what I've got.....



A combination of sleepless nights, daydreams, excitement, fear and adrenalin – not to mention sentiments of horror from my children, resulted in Graeme agreeing to attend the auction and bid on my behalf, after we agreed on what I thought was a very realistic bid ceiling.

With trepidation I followed the auction online at home on the evening of the fateful day, beer in hand and butterflies in my stomach! What the hell would I do if I were successful?

In the end I had nothing to worry about. Bidding was energetic and quickly surpassed my limit, finally going under the hammer at \$32,000 -- \$8k+change more than I had put on it. I really couldn't make up my mind if I was disappointed or relieved!!!

I've never had anything to do with car auctions, and my learning curve was steep – but my guide Graeme was super helpful in getting me through it all, and I enjoyed the experience immensely, but I don't think I'll bother to go through the process again.

Unless of course Paul sends me another link to the car of my dreams.....



JAGS FOR SALE



These Jags for Sale ads are free everyone to advertise.

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

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



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

Contact John Benton on 0401 871 726 for more details.

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

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

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

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

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

2003 Jaguar X-Type Petrol Auto Topaz

\$4,000 ono

All new tyres
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 Good Condition
 Contact Jim Bateman 0448 569 191



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

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Follow this link to the JCCNQ Website Car Display Sign page for all details jagngq.car.display.signs Call Jim on 0448 569 191



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

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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



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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.



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