



Northern Jaguar

We are the Jag Lovers of North Queensland

www.jagnq.com

March 2018



Jag lovers at Claredale admiring members Lyndsay and Rina Hall's impressive Jag collection - this recently acquired immaculate 1959 XK150 3.8L FH Coupe was owned by John Laws.



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



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PRESIDENT'S Report



Here I was thinking that I was going to report on how much we liked our Tablelands Rally. Little did we know that the weather was going to be cruel to us again? This late wet season made the trip from Townsville too risky and only our northern members were able to enjoy the show. Three small alternative local events kept us happy despite the disappointment. We were third time lucky for our Claredale trip as you can see from the cover. It was a very worthwhile day out. The Jags also managed to get out to Bushy Beach, also much enjoyed.

Let's hope that our April events are treated more kindly. The popular run to the Heritage Tea Rooms will be a highlight in April and thanks to the Mini Club for inviting us. The Relics of the Range will be a good display and is in keeping with our objective to incorporate some history and heritage in our social events. We also have the day trip to the Burdekin Auto Festival on the last April weekend. It is a big show that has been organised by the Burdekin Cruisers Car Club for many years. It takes up a huge area in the Ayr Show Grounds and lots of the community support it. We went along for a look last year. Lots of Townsville Car and Bike clubs were there. Shillo from the Marque Club wanted to know where all the Jags were. Let's not disappoint this time. Looking forward to Heritage Day in May as well.

Things are moving along with All British Day. We want ABD to just not be a car and bike show. The motoring aspect is the most important, however our All Things British and Military Themes makes ABD just that little bit different. We have a Queen this year and preliminary approval to use Brad's '49 Rolls. Her Majesty will pay a very welcome visit and feature in our parade with the Red Coat troops acting as guard and the Pipes and Drums Band marching also. The Townsville Academy of Performing Arts has agreed to perform the May Pole with children doing this colourful and very British dance. Army will be giving very limited support this year but we have some displays promised to us by the 4th Regiment Museum. We will have more ex-Army displays with a couple of members already organising them. Let's fill up that eastern end of the Lagoon this year with our Military Theme.

Promoting ABD is our biggest priority at this time. We have been working on our flyer for a decade now. I always believed it needed a border, some de-cluttering and for the vital information to stand out more. Still a draft with some revised logos coming, we will print it in the next couple of weeks. We are now working on our 18th standardised Car Display Sign and I have included a few in this NJ to motivate people to come to the next photo shoot. We have sorted our BRG Club Shirts and will discuss at the April General Meeting. All these things will help to make All British Day the successful event we would all like it to be.

President JCCNQ (Inc.) 31st March 2018

MANGEMENT COMMITTEE

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SOCIAL SECRETARY: Chris Pannia



EDITOR: Joe Pannia

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Wendy Anderson

FUND RAISING: Peter Dixon

MERCHANDISE: Jim Bateman
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www.jagnq.com





CALENDAR of EVENTS 2018

JCCNQ(Inc.)



<u>January</u> Sunday 21 st Friday 26 th	Run to Hervey Range Tea Rooms Australia Day – Jezzine Park, The Strand, Townsville
<u>February</u> Wednesday 7 th Sunday 11 th Sunday 18 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville Run to Balgal Beach Run to Café Bambini Fairfield Waters
<u>March</u> Wednesday 7 th Sunday 11 th Sunday 18 th Friday 30 th – Monday 2 nd	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville Run to Bushland Beach Burdekin Day Trip – Claredale (re-scheduled from Sunday 25 th February) Easter Tablelands HUB Rally, Dinner at Mr Youngs, Run to Burdekin Dam, Run to North Shore
<u>April</u> Wednesday 4 th Sunday 22 nd Sunday 29 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville Run to Hervey Range Tea Rooms with Mini and TVV&HMC Clubs (Invite by Mini Club) Burdekin Auto Festival, Ayr
<u>May</u> Wednesday 2 nd Sunday 20 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville Heritage Day, West End Park Townsville
<u>June</u> Sunday 3 rd Wednesday 6 th Saturday 30 th	All British Day, Cathedral School, Mundingburra Townsville <u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville Dam Fine Rally, Ross Dam Townsville
<u>July</u> Wednesday 4 th Sunday 15 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville Combined Clubs Swap Meet, Townsville Show Grounds
<u>August</u> Wednesday 1 st Sunday 5 th Sunday 26 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville Airlie Beach Car Show and Festival Charters Towers Community Day
<u>September</u> Wednesday 5 th Sunday 23 rd	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville Northern Trip TBA
<u>October</u> Wednesday 3 rd Sunday 7 th Sunday 21 st	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville Ravenswood – 150 Year Celebrations All British Day Reviver, Giru
<u>November</u> Wednesday 7 th Saturday 24 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville AGM/Christmas Party – Northern Location TBA

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



Thanks to people who wrote stories and submitted articles, ads and photos for this edition. Not surprisingly I haven't been totally swamped by member's contributions but please throw me a line and keep sending in anything Jag related. We are as you know a group of like-minded people with this common interest so anything you might find interesting will most likely be of interest to fellow members. Sorry to be stating the obvious, just trying to motivate you and have some stories happening.

We had such a good display of cars at Claredale. I wanted to insert a picture of the whole car show view inside Lyndsay's big sheds in the story, but no amount of fiddling improved that image to any sort of satisfactory degree. The brightness of the sunny day outside made the inside appear too dark. Instead I

Painted the scene. Surprising what artistic effects software can do.

You probably know by now that the Tablelands HUB Rally that we were so much looking forward to, was attended only by our northern members, again due to our belated wet season. Right at the last minute we had several members going with 4WD's and Chris and I were getting the X350 ready, definitely not risking the X351, but the final weather map showed the low coming in sooner on the Sunday so we all pulled out not wanting to be stranded coming home with roads flooding. Now we have another cyclone brewing. We absolutely did try to get there and everyone was disappointed after all the effort that went into it.

We will give you a round up on the Hub Rally in the next NJ. We had some fun at home instead with the

alternatively planned local events - the dinner, run to the Burdekin Dam and Monday run.

We are getting quite a few activities organised for All British Day and it won't be long before it all happens. I have inserted our ABD flyer and some of the Car Display Signs in this issue to get the message out there. All of these will be up on the website shortly on the ABD and CDS pages.

We will try to keep some stories ongoing on items such as the famous Jags, concept cars, history of the production of the different models and also some of the latest news from Jaguar.

I trust we have managed to give you enough varied content to cater to everybody's interest and have informed you enough to keep you reading our monthly newsletter

Cover Photo: What goes on the cover should be a surprise, but I was determined to show off that beautiful XK150 surrounded by members looking like they were enjoying that big day out at Claredale. Some hints were dropped as many shots of members crowded around it were taken, many thanks to Jeff's friend Neil who came along for the ride and took the photos.



March 31st - Saturday night dinner at Mr Young's



Coming Events



National Rally will be held in Adelaide April 12- 20th. Highlights in next NJ.



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

Cruise to Heritage Tea Rooms Sunday April 22 2018

From: Kerry

Sent: Wednesday, 28 February 2018 8:45 PM

To: 'Joe Pannia' <jpa55209@bigpond.net.au>

Subject: Cruise to Heritage Tea Rooms Sunday April 22 2018

Hi Joe,

On behalf of the Queensland Mini Car Club Inc. I would like to invite the Jaguar Car Club of North Queensland to join us on a cruise to the Hervey Range Heritage Tea Rooms (37 Thornton Gap Rd, Hervey Range). The Townsville Veteran, Vintage & Historic Motor Club will also be invited.

The event is planned for Sunday 22 April 2018 and will be a casual run to the tea rooms with questions to be answered along the way for those wishing to test their observation skills.

The Tea Rooms staff have allocated a separate area for us for morning tea/brunch. On the day there will be a display of motorbikes entitled "Relics on the Range" for all to view.

I hope we will be able to park across the road from the Tea Rooms in our club groups.

Start location will be the car park of the Sunland Plaza, Herveys Range Road, Thuringowa Central - 8:45am.

Importantly I will need to know approximate numbers of people attending by Monday 16 April for catering purposes.

Do not hesitate to contact me if you require further information or have a suggestion for the run.

Regards,

Kerry Guinea
Club Captain North Queensland
Queensland Mini Car Club (inc)

More Events in the coming months

SAVE THIS DATE

Burdekin Auto Festival

Car & Bike Show

SATURDAY 28TH & SUNDAY 29TH APRIL 2018

AYR SHOWGROUNDS

GRASS DRIVING

Burdekin Cruisers

CAR CLUB

GO TO WHOA

JB Automotive
NORTH QUEENSLAND
DYNO COMP

NEW & IMPROVED
DINNER & DANCE
SATURDAY NIGHT

TOP 20

SHOW 'N' SHINE - DRIVING EVENTS - FOOD & DRINKS
SWAP MEET/MARKETS - FAMILY ENTERTAINMENT
SATURDAY NIGHT FOOD, BAR & BAND

FIND US ON  FOR UPDATES

TOWNSVILLE COMBINED MOTOR CLUBS

SWAP MEET

MOTOR AND MACHINERY ONLY
TOWNSVILLE SHOWGROUNDS
KINGS ROAD ENTRANCE

SUNDAY 15th JULY 2018
6am - 2pm

SWAP SITES (10m x 5m) \$10
ENTRY FEES: ADULTS \$5
Children Under 15 Free

FOOD AND DRINKS AVAILABLE ONSITE

ALL PROCEEDS TO GO TO
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
ceruttf@ozemail.com.au



Heritage Day is a free, family friendly event that promotes Townsville's unique heritage and increases community awareness of our local heritage groups and organisations.

Enjoy live entertainment, food court and a range of other free activities. Set in West End Park, a popular activity is the guided tours. Pay a visit to stalls featuring almost 30 local heritage and historical groups.

20 May 2018 10:00 am – 2:00 pm



Motoco RV DAMFINERALLY 2018

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

28 Jun - 2 Jul

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.

OPEN DAY

Sat 30th June,
8am Bush Poets Breakfast.
9am - 4pm - There will be entertainment, market stall, trade displays, motor homes open for display.





Hosted by Jaguar Car Club of North Queensland (Inc.)



Displays also by...4th Regiment Museum, Rusty Riders Bicycles, Townsville Diecast Club, Burdekin Cruisers and more.....

ALL BRITISH DAY

FREE ENTRY

to a **DISPLAY** of British Vehicles and Machinery and more...



The Cathedral School
of St Anne & St James
TOWNSVILLE



Tony Ireland Townsville

SUPPORTED BY



Cathedral School
154 Ross River Rd, Mundingburra, Townsville
Sunday 3rd June 2018
10:00 AM – 2:00 PM



British Morning Tea & Lunch available at School Canteen



Social Events



Claredale Day Trip - Sunday 18th March

Joe Pannia

How many goes do you need to have before you win the jackpot? That's what it felt like trying to co-ordinate our Claredale trip. The wet season finally arrived late, just in time to create mayhem. Third time lucky though, the display area in Lyndsay's canefarm sheds was finally dry and freshly topped up with crusher dust, so we decided to take advantage of that window of opportunity on the 18th and make the trip happen. Luckily for us that we did because the following last weekend available before Easter was wet. We managed sixteen cars and eighteen members and guests admiring a beautiful display of Jags!

our club fitted out at the same establishment, the modern small checked green shirts were not ideal and a solid British Racing Green was more desirable. We will pursue alternative options.

The convoy set off at 10AM sharp, Jim and Alan leading in their V8's as always. Chris and I in the X351 followed Jeff and his two mates Neil and Joe in the V8 classic Daimler with Bernie in his XJ8 behind us, and big semi's creating havoc inbetween. It's not easy to keep in convoy on the busy Bruce Highway but we regrouped as we turned off on to Upper Houghton Road.

Claredale Pastures is a family owned property set on the grounds previously occupied by the Burdekin Agricultural College. This 6500 acre working cattle and sheep station also grows small crops and sugarcane and its many facilities include an equestrian centre, butcher shop and café. In plenty of time for lunch, members strolled around the extensive complex, stroking the miniature horse, patting Sylvester the ever present black cat and checking out the market stall. Eddie scored a good deal of two huge rolls of vinyl and Chris, the opp shop junkie, also managed a few knickknacks. There was no bargaining success though, the stall



The morning started with a big party at Café Bambini at 9AM. Ken and Sue and also Lyn, our resident artist, with Lee all came along for brekky only. Ken's red E-Type was missed in the sheds but family commitments come first. I bought along two samples of the now only available club shirts from our suppliers UE, to gauge opinions from members. Most agreed that although there would be advantages in having all

Some long straight stretches towards Claredale made the supercharger in the white Jag crackle a bit. Amazing how a supercharged 3.0L V6 has as much power as a 5.0L V8. The two awesome unstopables Jim and Alan take note. One continuous lineup up of Jags parked at Claredale Pastures, as Eddie and Annie in their XJ8, Jason in his XJ6, Peter with Nigel in his XJS V12, drove in at the end of the stretched out convoy.

holder in the kitchen must have been of that ancestry which is now too politically incorrect to mention.

You could feel the history there with areas where students would once congregate, and the huge dining hall still with long wooden stressed timber tables, originally made by the students, several laid out in a line for us, as in the school days. Imagine the din of



hundred of kids dining there daily. A very popular destination for lunch, it was a bit like that a few weeks ago when a motor bike club had booked for thirty and sixty riders showed up! Lunch had a country home-made taste, it did lack the sophistication of some big city cafés, but quite respectable. We had to have a piece of the Burdekin's best Lemon Meringue Pie, advertised as such. Looked impressive with a mountain of meringue on top making it about a foot high. Certainly no shortage of eggs on the farm. The butcher shop had lots of sausages and cuts of meat for sale too. Got some of the caccitore for home, very authentic, good with a glass of red.

Lunch was over and done with earlier than expected and members were keen to get on with the show. The Jags left the Windmill Café in convoy for the five minute drive to the farm, making an impressive entry as their big rumbling motors rolled into the sheds. We were greeted by Lyndsay and Rina beside their recently acquired 1959 XK150 3.8L FH Coupe. This was the



model that won at Le Mans five times in the 1950's. A beautiful Maroon gem in immaculate condition, it was previously owned by John Laws.

Other cars beautifully displayed in rows for us were a 1965 Red Mark 2 3.8 modified with air-con, two 1986 XJ S3 V12's, one Maroon and the Regent Grey V12 just purchased, a BRG 1995 6.0L XJS V12 – the seventh last XJS off the production line, a 2011 Caviar XF 3.0L TDV6 (Rina's car which she drives daily and will not part with) and a very sporty 2014 Metallic Black XKR V8 Coupe. A span of 55 years with a good variety of saloons and coupes, note two of the very popular and



prestigious looking XJ Series 3's. Members had great fun oohing and ahing around them. I noticed Jeff pull up in the Red V8 Daimler, a good match for the Mark 2, and go straight over to the XK150, totally absorbed with the car. It took a lot for me to distract him enough to introduce him to our kind hosts. The second Peter arrived at 2PM in his Blue 2.4 Mark 2, deciding to make a last minute dash from Townsville so as not to miss out on viewing the cars. The heavily patinated David Brown tractor added to the country farm scene. It was





with the first wet season its had. It was quite a sight to see, very extensive with a two kilometre road frontage. Lyndsay sold part of their cane farm to the operators FRV a few years ago. Access tracks around the site were made hugely wide – no cane farm would ever have headlands that big.

I believe that all members and guests really enjoyed this trip and we hope to see Lyndsay and Rina again soon. It is not that often that we can travel up the country and have a car show there. A few members were motivated to get into restoring mode and have those projects sorted. I would love to have one of the very old classics. Jeff's got some restored cars he wants to move so lets spread them around! Lyndsay, if you bring the XK150 to All British Day the club will be grateful forever! WOW!

Lyndsays last effort at driving a tractor before he went off to college, smashing it right in two against a large tree. See the steel reinforced chasis repair. The third Peter, Rina and Lyndsay's son, also a car enthusiast, came along between farm duties and had a chat and a good squizz at the club Jags.

We were thankful to be in the shade of those huge sheds, since it was a big heatwave again. Cold water with tea and coffee kept us going though. In appreciation of our visit, we gave Rina a club commemorative mug to add to the two from our trip in 2016, to share with the family at coffee time, and a belt with gold leaper for Lyndsay. Everybody seemed to have something planned at home and had to get away after the car show – light the Sunday arvo barby, pick up the kids, go out again etc. So it was myself, our second Peter, Chris with Rina and Lyndsay driving the Vitara, who inspected the 340 hectare 150MW Clare Solar Farm, currently the biggest in Australia. Technology is PV-polycrystalline above ground panels with tracking system feeding electricity into the existing Powerlink Clare substation. The solar farm has a 30 year life provided it doesn't get inundated by the noxious weeds already growing at a fast rate



Sunday 11th March

Nigel Miller

Sunday run to Bushland Beach

Wonderful day out today! It was dry, and the sun even poked itself out later in the morning!



Bernie

Ross

Allan

Peter

Glen & Karen

Bob

Eddie & Annie

We gathered again at Ross Dam, where we had the car park to ourselves, allowing us to parade all our cars in line abreast. And, with military precision, we stood next to our cars with barely a mumble – except for me, standing behind the camera..... 3 S Types – 2 modern and one classic were the first to arrive so I couldn't resist taking this shot



Exercising our by now almost legendary convoy driving skills, our 8 cars made our way to the Mater Hospital via Ross River Road, where we had arranged to do a "drive past" for Ray Ryan, who was waiting for us together with Jim and Ayu in front of the Lothair Street entrance. *Ray was released "on probation" the following day, and is now at home on the long road to recovery.*

I had forgotten to confirm our ETA at the hospital with Jim..... Oh well, it's only the depth that varies. Sorry Jim!

We've really cracked this convoy driving! Impeccably together all the way to Bushland Beach Tavern where we arrived just as they were packing away the breakfast spread..... emergency cups of coffee all round sorted that crisis out!

Lively discussion and banter (NOT the cricket kind!) followed, and we were joined by Bob (Braithwaite) and Moira, whom we haven't seen for a while.



Great day, great cars, great people. Loads of fun!

Since our trip north to the Tablands Hub Rally was called off, we had several members at a loose end, so at the instigation of Eddie and Annie we arranged a run to the Burdekin Dam to compensate. A little queasy from a good night out on Saturday night, three Jags and six members made the dash. Jim as always zoomed ahead faster than the speediest road runner in the 5.0L V8 and got us from the Stuart Hotel to the Dam in just over 2 hours. The supercharged X351 purred along behind and Annie and Eddie blew some cobwebs out of their XJ8 as well. It was pristine highway, not much traffic except for some Easter campers and zero potholes, unlike the Bruce Highway north right now.

At 120% full and several metres above the spillway, the view and thundering noise of the water kept us mesmerised at the viewing platform for quite a

while. The fact that the drought was well and truly broken was sunk in well. It was worth the drive to see it. I remember being there in 1988 with half the population of Townsville, the first time the dam filled and overflowed.

Annie had organised it as a BYO lunch, but in his haste Jim left Ahu's beautifully prepared lunch at home. All he could say after many blows to the backside by Ahu, was that it was her fault for entrusting him with such a vital duty. No harm done, a bit of teamwork, some sharing, especially Eddie's home cooked king prawns, cold drinks, tea coffee and some Easter eggs and nobody starved at all.

We dropped into the Imperial Pub at Ravenswood for drinks, quite a busy and friendly place over Easter. Broke the journey well and made it an easy going and relaxing drive home.

Some Dam Fine Facts:

The dam wall is 876 metres long, has a 504-metre spillway, and a drop of 37 metres. The reservoir holds 1,860,000 megalitres, 4 times the volume of Sydney Harbour. The design allows for future storage capacity increases and potential for hydro-electricity generation. Plans are also in place to increase safety in an extreme rainfall event by increasing the spillway capacity, this project is scheduled for completion over the next 5 years. It was built for irrigation and to feed much needed water to Townsville.

The huge catchment area extends north of Ingham, south to the the Suttor and Belyando Rivers, southeast to the coastal ranges west of Mackay, and west beyond Charters Towers. Construction of the dam began in 1984 and was completed in 1987. It is the largest dam in the state.







Member Contributions



Famous Jags

Joe Pannia

How many times do you see our much loved Jags on TV and at the movies, especially the old classics? There are lots of TV shows current and past that seem to show them off regularly. Being a Jag enthusiast it is a highlight when they suddenly appear on the screen. Lots of you who may have

second scene appeared to start with Morse driving the black Mark 1, pulling over, showing a very artistic profile of that beautiful machine, sometimes even zooming in on "The Leaper". No doubt there must have been somebody in the production crew who was a true blue Jag lover.



glimpsed them many times might also be interested to know the background. I am trying to get Chris to write something on each of them for the next few NJ's, some stories are quite intriguing, she's not promising anything though.

The Jag that recently featured in almost all episodes of the ABC TV show Endeavour, was the young Inspector Morse's Mark 1. Every

For those not familiar with this BBC production, the original show of a couple of decades ago was about the older Inspector Morse who owned a burgundy Mark 2.

The black Jaguar Mark 1 in the current series which started in 2012 is owned by Anthony Gilesman who bought it as a going wreck in 1994 and has been restoring it ever since. Its previous owner had replaced the original

engine with a 3.8L from an S-Type, which he rebuilt in 2005. The car was very popular for weddings and now that fame has smothered it in national exposure, with a starring role in Endeavour Morse, the black beauty with red leather interior is even more in demand for weddings.

Actor, Shaun Evans plays the young Morse, whose first name, Endeavour, was kept secret until the end of an



episode made in the first series in 1997. The older Morse is played by John Thaw. In the original novels by Colin Dexter, Morse drives a Lancia, but Thaw insisted on his character driving a British car. Morse's burgundy Jaguar 2.4L Mk 2 was bought for £1,000 by the props team and sold later after a rebuild for £100,000. The Inspector Morse series was made up of 33 episodes. The Endeavour series are ongoing, next showing will be 2019.



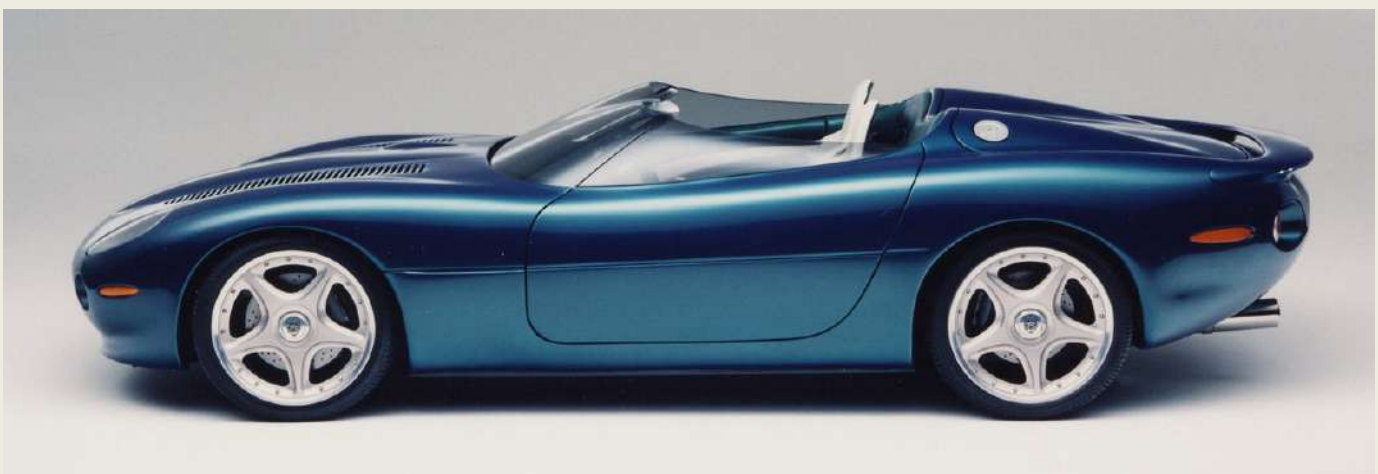
The R- Coupe was Ian Callum's first fully designed Jaguar, developed from the style of the S-Type.

Model years: Concept car only **Production:** 2001 **Engine:** 4.0 litre supercharged V8



The XK 180 was produced for the 50th Anniversary of the XK model.

Model years: Concept car only **Production:** 1999 **Engine:** 4.0 litre supercharged V8 **Designer:** [Keith Helfet](#)



The XJ6 was introduced in September 1968, to almost universal acclaim, and this year marks its 50th anniversary. We are all familiar with the lines of what we now refer to as the Series 1, in so many respects a modernisation of the Mark 10/420G – but after reading part 1 of François Prins' excellent feature in the March edition of the JAGUAR DRIVER magazine, I've been pondering on what the car *might* have been!

Jaguar was in a constant state of development in the 1960's, and many different ideas were explored for future models. One such concept capitalised on the amazing success of the E Type, resulting in a mock-up of a full-sized saloon very much

based on "E" lines, both from the front and the rear, as these two photos show:

No tail lamps or interior were fitted to these mock-ups at the early stages of development, and the eventual chosen design was substantially different – but I can't help thinking how our view of JAGUAR today would have been affected if the XJ6 had followed a different path.

What do you think?

The Prins article noted above contains more interesting and rare photos and some fascinating insights into the way Sir William Lyons and Jaguar worked to develop new models, and should not be missed by anyone interested in the history of our great marque. Please contact me if you want to check it out.



Moral of the Story

Acknowledgements to LOTS OF JOKES website.

One day at the end of class, little Billy's teacher asked the class to go home and think of a story and then conclude with the moral of that story. The following day the teacher asks for the first volunteer to tell their story.

Little Suzy raises her hand. "My dad owns a farm and every Sunday we load the chicken eggs on the truck and drive into town to sell them at the market. Well, one Sunday we hit a big bump and all the eggs flew out of the basket and onto the road." The teacher asks for the moral of the story. Suzy replies, "Don't keep all your eggs in one basket."

Next is young Bobby. "Well, my dad owns a farm too and every weekend we take the chicken eggs and put them in the incubator. Last weekend only 10 of the 20 eggs hatched." Teacher asks for the moral of the story. Bobby replies, "Don't count your chickens before they hatch."

Last is little Billy. "My Uncle Ted fought in the war. His plane was shot down over enemy territory. He jumped out before it crashed with only a carton of beer, a machine gun, and a machete. On the way down he drank the carton of beer. Unfortunately, he landed right in the middle of 100 enemy soldiers. He shot 70 with his machine gun, but then ran out of bullets, so he pulled out his machete and killed 20 more. The blade on his machete broke, so he killed the last ten with his bare hands." Teacher looks in shock at Billy and asks if there is possibly any moral to this story. Billy replies, "Don't muck with Uncle Ted when he's been drinking."

JAGUAR CAR CLUB of NORTH QUEENSLAND (Inc.)

1971 Jaguar E-Type S3 V12 2+2 (XKE)



Vehicle Details

Vehicle	1971 Jaguar E-Type S3 V12
Owners	Ken and Sue CRYER
Colour	Signal Red
Body	3-door 2+2 Hatchback Coupe
Engine	12 Cylinder Petrol
Registration Plate	KC V12

Engine

Engine Size	5.3L (5344cc)
Engine Configuration	24 valve V12
Camshaft	Single Overhead Cam SOHC
Power	234(kW)@6200rpm 314 (bhp)
Torque	473(Nm) @ 3800rpm
Power to Weight Ratio	156 (W/kg)
Acceleration 0-100km/h	6.8 (s)
Maximum Speed	217 (km/h)

Transmission

Drive	Rear Wheel Drive
Type/Gear ratio	4 Speed Manual/3.31

Fuel

Fuel Type	Petrol - Premium ULP
Fuel Capacity	82 (L)
Fuel Delivery	4 Carburettors Nat. Aspirated
Carburettor Type	Zenith-Stromberg 175 CD SE
Fuel Consumption Average	18.2 (L) / 100km

Wheels & Tyres

Rim Description	15X6K Wire Wheels
Tyre Size	E70VR R15

Dimensions & Weights

Length/Width	4684/1676 (mm)
Height/Wheelbase	1242/2667 (mm)
Track Front/Rear	1387/1346 (mm)
Kerb Weight	1511 (kg)
Gross Weight/Payload	1900/389 (kg)

Comments:

The E-Type (or XKE in the US), built from 1961-75, is based on Jaguar's D-Type racing car which won the "24 Hours of Le Mans" from 1955-1957. It employed a novel racing design principle, with the engine on a front subframe, front suspension and bodywork bolted directly to the body and no chassis, resulting in a lighter weight. Its combination of beauty, high performance and competitive pricing established the model as an icon of the motoring world. At launch in 1961, Ferrari called it "the most beautiful car ever made". An original Series 1 sold in 2017 for \$7.4M.

With four power assisted disc brakes, rack-and-pinion steering and rear independent coil spring suspension with torsion bar front ends, it spurred industry-wide changes. A 2+2 version of the 4.2 L 6-cylinder coupé was added in 1966 with automatic transmission and longer body. The Series 3 was introduced in 1971, with a new 5.3 L SOHC V12 engine, four Zenith-Stromberg carburetors, uprated brakes, wire wheels and air conditioning. These raised specifications improved the car's appeal. Jaguar called it the "Ultimate Cat", promoting its smoothness and absence of engine noise.

Much of the E-Type structure had to change to accommodate the new V12 engine, including widening of the engine subframes and a wider track. A longer chassis made the Borg Warner automatic transmission available on all V12's. Mechanical upgrades included larger brake discs and fuel tank. Safety and emissions regulations for the US market meant that design was modified for Series 2 and 3 cars. The Series 3 was fitted with large projecting rubber front and rear bumper over-riders to meet impact regulations, a new larger grill, wheel arch flares and four exhaust tips. The "original purity" of the Series 1 was affected by these design changes but the E-Type's striking good looks and appeal were retained.



JAGUAR CAR CLUB of NORTH QUEENSLAND (Inc.)

1962 Jaguar Mark 2 2.4



Vehicle Details

Vehicle	1962 Jaguar Mark 2 2.4
Owner	Peter and Cheryl RIDD
Colour	Cotswald Blue
Body	4-door 5- Seater Sedan
Engine	6 Cylinder XK6
Registration Plate	091-MCN

Engine

Engine Size	2.4 L (2483 cc)
Engine Configuration	6 Cylinder Inline 12-valve DOHC
Compression ratio	8.0:1
Power	89.5kW @ 5750 rpm (120 bhp)
Torque	195Nm @ 2000 rpm
Power to Weight Ratio	53 (W/kg)
Acceleration 0-100km/h	16.5 (s)
Maximum Speed	159 (km/h) (100mph)

Transmission

Drive	Rear Wheel Drive
Gears / Type	Borg Warner 3 Speed Automatic

Fuel

Fuel Type	Petrol Premium ULP
Fuel Capacity	54.6 (L)
Fuel Delivery	Twin Solex B32 PBI carburetors
Fuel Economy Combined	16.6 (L/100km)
Driving Range Combined	330 km

Wheels & Tyres

Description	Bolt on Discs
Tyre Size	6.40/15 (P205/70R15)

Dimensions & Weights

Length / Width	4591 / 1695 (mm)
Height / Wheelbase	1461 / 2727 (mm)
Track Front/Rear	1398 / 1355 (mm)
Kerb Weight	1470 (kg)
Gross Vehicle Mass / Payload	1850 (kg) / 380 (kg)

Comments:

The Mark 2 was produced from 1959 to 1967 building on the success of the Mk1 2.4. In 1955, to fit the new medium-sized saloon required for the Mark1, the 2.4 engine was derived from the 3.4L XK6, with the drop in capacity achieved by cutting an inch off the top of the block, rather than narrowing the cylinder bore. This reduced the stroke by 25% and created a lighter and more free-revving engine. Despite having a displacement closer to 2.5L, the car was badged the "2.4" to create a separation from the old standard 2½L. The new model became a fast, and very capable saloon. The Mk2 2.4 produced 120 bhp, and with a top speed 100 mph, resulted in a sales resurgence for Jaguar.

Styling of the Mk 2 was revised by Sir William Lyons. It was enhanced at the rear window pillars and front grille, had 18 per cent increase in glass, and a wider rear track. The interior was given a substantial improvement with new seats, walnut dashboard and a modernised black steering wheel. The Mk2 is an enjoyable car to drive and the very essence of a British sporting saloon. It retains a great sense of civility and composure and it really is a classic that feels perfectly capable of long distance journeys with little effort. The 1960s Mark 2 was the model that inspired the Geoff Lawson-designed S-Type sedan in 1999.

The Mark 2 has a real sporting edge and allows you to revel in the roar from a straight six engine. It became a familiar sight on Australian race circuits in the 1960's, with Bob Jane in the 3.8L version taking out three consecutive ATC Championships. The vehicle of choice for police, bank robbers and fictional TV detectives, the Mk 2 has to be one of the most popular classics. With a superb blend of performance, luxury and enjoyable handling, it is always in demand among classic enthusiasts.



JAGUAR CAR CLUB of NORTH QUEENSLAND (Inc.)

2016 Jaguar X351 XJR-Sport



Vehicle Details

Vehicle	2016 Jaguar XJ X351 3.0SC
Owners	Joe and Chris PANNIA
Colour	Polaris White
Body	Short Wheelbase Sedan
Engine	6 Cylinder Supercharged V6
Registration Plate	777-XIV
Body/Chassis Material	Aluminium

Engine

Engine Size	3.0L 2995 (cc)
Engine Configuration / Cylinders	V90 / 6
Camshaft	Double Overhead Cam VVT
Valves/Ports per Cylinder	4
Compression ratio	10.5
Power	250kW @ 6500rpm (335bhp)
Torque	450Nm @ 3500-5000rpm
Power to Weight Ratio	145.4 (W/kg)
Acceleration 0-100km/h	5.9 (s)
Maximum Speed	250 (km/hr)

Transmission

Drive	ZF 8HP Rear Wheel Drive
Gears / Type	8 Speed Sports Automatic

Fuel

Fuel Type / RON Octane rating	Petrol Premium ULP / 95
Fuel Capacity	80 (L)
Fuel Delivery/Method	Direct Injection/ Electronic Seq.
Economy Urban/Exurban./Comb.	12.5 / 7.1 / 9.1 (L/100km)
Fuel Distance Average/ Max/ Min	879 / 1127 / 640 (km)
CO2 Emission Combined	211 (g/km)

Dimensions & Weights

Length/Width	5130 / 1899 (mm)
Height/Wheelbase	1460 / 3032 (mm)
Track Front/Rear	1626 / 1604 (mm)
Kerb Weight	1765 (kg)
Gross Vehicle Mass/Load Space	2350 (kg) / 520 (L)

Wheels & Tyres

Rim Material/ Description Front/Rear	Alloy / 20X9.0 / 20X10.0
Tyre Size Front/Rear	245/40Z R20 / 275/35Z R20

Comments:

The first three generations of XJ, the pinnacle of Jaguar's saloon line-up, looked a lot like the next until 2010, when the 4th generation Ian Callum-designed X351 replaced the retro styling of the X350 with radical ultra-modern looks. It marked a brand rebirth by Jaguar - a maker of "fast, beautiful cars". X351 has been updated twice to keep pace with rivals Mercedes and BMW. There are few better luxury cars.

It follows the X350 with relatively expensive aluminium panels and chassis, that only Audi shares. Rear only air suspension is retained. The controversial black-clad C-pillars blend seamlessly with the rear screen to give the impression that it wraps around the car. It has ample legroom, respectable headroom, has retained the XJ's cockpit-like feel with a high transmission tunnel and features a rotating gear knob. It has 14-way electric front seats, 4-zone climate control, panoramic sunroof, 360-degree camera, reversing control and 1300W Meridian sound.

The more efficient supercharged 3.0L V6, which is also the core engine in the F-type series, rivals the 5.0L V8. The steering wheel-mounted paddles activate the gearbox's manual mode. Its ability to handle direction changes over choppy roads, with its composure at motorway speeds, delivers driver and passengers refreshed and relaxed. For driving enjoyment this Jag eclipses conventional large saloons, worthy of comparison with Maserati and Porsche. X351 is a hugely successful Jaguar car with refinement, rare poise and very decent performance.





XJ-S air conditioning

Nigel Miller

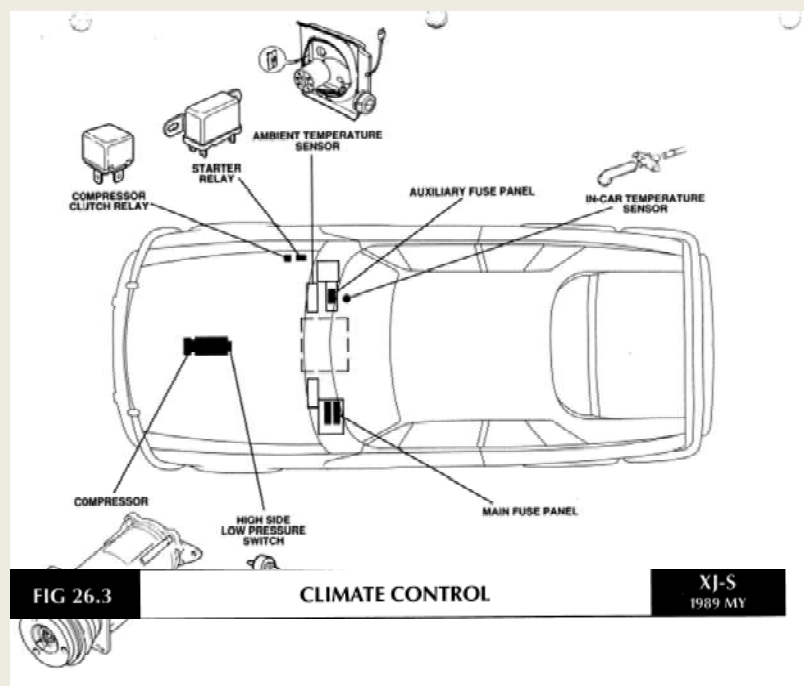
Shortly after retrieving my XJ-S from the motor trimmer in the New Year, the air conditioning packed up, coincidentally during an abnormally hot week (you may remember it, just before the dam-filling rain in February).

Aircon is way out of my technical comfort zone so I immediately turned to the professionals for help. First stop was Jody at JBI-PRO Mobile to check if there was a gas leak. Gas checked out fine but the compressor was not engaging. A direct connection from the battery to the compressor activated the system, so clearly the problem was electrical not mechanical. We checked the fusebox – all ok. Next obvious place to look was the relay. I personally had no idea which was the a/c relay – there are relays and diode packs littered all over the XJ-S, not just in the engine bay but in the boot, under the dash, behind covers in the footwells etc. And to make matters worse, relay locations are not always consistent from year to year. None of my reference books could tell me definitively where the a/c relay was, so Jody took an educated guess, and sure enough the relay he checked was working, but not receiving any power. At this point, he had to pack up his tools and recommend me to the mercies of an auto-electrician.

The auto-sparky, who is familiar with many Jaguar models, again couldn't definitively identify the correct relay, but did locate a different, more likely suspect, and again, the relay was functional, but not receiving current. After checking whatever a/c sensors switches are accessible and obvious in the engine bay, he concluded that the problem lay somewhere under the dash by the evaporator, probably a temperature sensor.

Almost in panic, I told him I would dismantle the dash so he could access whatever he needed, and that I would call him when the car was ready for his closer attention. (I could see half of my life savings floating serenely away.....).

At this stage, in a blue funk, I concentrated on some more straightforward little projects with the Mark X and the "S" Type, partly because I just couldn't face the contortions and heat of working in the cramped XJ-S cabin amongst all that new leather. A couple of weeks passed, and I knew I couldn't delay any longer, but surely I should eliminate ALL of the simple stuff before taking the car to pieces? What seemed like hours ensued on the internet and browsing my own reference library, until I stumbled upon the (for me) Holy Grail – a document printed in USA by Jaguar Cars Inc. titled **ELECTRICAL GUIDE XJ-S 1989 MY** (publication S-57/89). 63 pages of wiring diagrams **and component locations** for various subsystems specific to my exact model year! This of course is for the American model, i.e. left hand drive, and some (but not all) items are on the opposite sides to the drawings, but hugely helpful nonetheless.



As you can see in the diagram to the left, the a/c clutch and starter relays are in the engine bay on the right hand side near the firewall – and that's exactly where I found them! I pulled the relays out and cleaned the contacts, then noticed an in-line fuse feeding one of them. The glass 30A fuse was intact, but the element had turned into a white powder. A quick bench test showed it to be u/s, so the fuse was replaced, and the aircon sparked into delicious cold life almost immediately on starting the engine!



So..... the problem was simply a blown fuse. I had lost nearly 6 weeks of pleasurable motoring, a number of dollars from my wallet that could well have been invested in something more satisfying, and I had come within a hair's breadth of spending many frustrating hours dismantling and reassembling (remantling?) the dashboard.

Such is the life of a Jaguar enthusiast! I wouldn't change it for anything.....



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

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

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

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

No photo available

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

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



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

Contact Chris Mob 0488 351 260 Townsville City



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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!

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

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.



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