



Northern Jaguar

We are the Jag Lovers of North Queensland

www.jagnq.com

May 2019



Jim Lewis's magnificent 1957 Jaguar XK 140C
See this beauty at All British Day
Sunday 2nd June



**Special Feature
HISTORY of
ALL BRITISH DAY**



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



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PRESIDENT'S Report



All British Day is well and truly on its way! We have been working flat out behind the scenes to present another entertaining event for you. Our premier event, now hosted by our club for the twenty-first year around "The Lagoon" in the beautiful tropical grounds of The Cathedral School, has evolved into our local British Festival. No other All British Day is like ours! We have made ours special in the past four years with the introduction of our "All Things British" and our "Military" themes. Read the story in this NJ about its history and how it started around the world and how it has evolved here. The Queen and the Military don't feature elsewhere!

What we are celebrating is the history of the once vast and prodigious British Motor Industry so the British Marques must be the centrepiece. Nostalgic enough with its fateful demise, our themes add to the reminiscing about its great past. These once ubiquitous marques are now seen mainly at shows like ABD. We've got official support from the Army with displays from the 4th Regiment, RAAF and now also Jezzine Museums. The School is also supporting us not only with the unique venue but also with the School Band marching and performing for the first time since our inaugural event in 1999. And we have an additional award – the Boarders prize for "The Best around the Lagoon" – carved from a piece of one of the huge raintrees that we are in awe of on the day. Great to have the School involved too!

And yes I know ABD is not all we do! How we manage to fit ABD in with the great multitude of events we attend is amazing. Activities keep everybody happy though. Cruising around in those big rumbling motors, going to car shows and heritage based events and visiting our regional members is what we are all about. Our first main event last month – the "Car Show in the Country" at Lyndsay and Rina Hall's cane farm at Claredale is one of a kind. And kind too for the Halls to host our club at this popular event. They are probably stuck with us forever. The Jags went on a slightly different prowling mid-month with lunch at the Yacht Club. A beautiful salubrious location overlooking the marina. Eddie organised it, once recovered from his op I am sure he will round us up again so more members can enjoy that great spot. Sunday prowls are well patronised and members love these casual runs.

We've got some popular events to look forward to – Heritage Day in Anzac Park, the Dam Fine Rally, the Combined Club Swap Meet and later in the year the Great Barrier Reef TARGA Tour. This is one event I would like to rally up members to attend. Our members Russell and Claire Botha have entered again, this time in a supercharged XJR X300 - an XJ6! It is a big weekend in Cairns so need to book early. Russell and Claire will be holed up at the Casino, who wants to join them there!

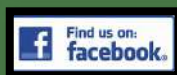

Joe Pannia
President JCCNQ (Inc.), 5th May 2019.



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 Friday 3 rd - Sunday 5 th Sunday 5 th , 12 th , 19 th , 26 th Sunday 26 th	Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Whitsunday Festival of Motoring Sunday Runs Weir School ABD Promotion Willows Markets
June Saturday 1 st Sunday 2nd Wednesday 5 th Sunday 9 th , 16 th Sunday 16 th , 23 rd , Saturday 29 th Friday 28 th - Monday 1 st July	All British Day Dinner All British Day, Cathedral School, Mundingburra Townsville Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Charters Towers Motor Show, Relics of the Range at Hervey Range Tea Rooms Heritage Day Anzac Park, Run Weir School, Dam Fine Rally Ross Dam Park Townsville Display at Townsville Show (to be approved)
July Wednesday 3 rd Sunday 14 th , 19 th Sunday 28 th	Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Combined Clubs Swap Meet Townsville Show Grounds, Ingham Autofest Showgrounds Cyclones Show'n'Shine Jezzine Park
August Wednesday 7 th Saturday 3 rd - Sunday 4 th Sunday 25 th Friday 30 th - Sunday 1 st September	Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Airlie Beach Whitsunday Festival and Revving the Reef Car Show Charters Towers Community Day TARGA Great Barrier Reef Tour – Cairns Overnight
September Wednesday 4 th Sunday TBC Sunday 22 nd TBC	Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Run Weir School Car Display and Cruise Regis Aged Care Kirwan
October Wednesday 2 nd Sunday TBC Sunday 27th TBC	Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Ravenswood All British Day Reviver to Giru via Woodstock
November Wednesday 6 th Sunday TBC Sunday TBC Saturday TBC	Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Burdekin Machinery Display Cruise to Mingela for lunch Christmas Party Townsville

Monthly General Meetings:

Time: Dinner 6:00PM. Meeting: 7.30PM on 1st Wednesday of the month except January and December. **Place:** Cluden Park Motor Inn, 6 University Rd Wulguru.

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



Another bumper issue of NJ for May. Our special feature on [All British Day](#) has some more background this year. I really like to promote our premier event and giving you the history and background reminds everybody of what we are celebrating here.

Some additional contributors this time. Our member Peter Enright who lives at Albury Wodonga has a wrap up and great photos of the Jaguar [National Rally](#) held there last month.

We have an article from Dean at [Townsville Jaguar](#) with a review of the XE. We'll have some ads and other fact sheets next time. Great to get some input from our local Jaguar dealership. Chris and Dean will be bringing new Jags and Landrovers to ABD. The dealership has supported us since our club began in 1988 and sponsored our first Member of the Year trophy which we often display as part of our club's heritage.

We have quite a few events in our Coming Events section. After the wet season and before the hot summer is the best time for car shows and events in tropical North Queensland. 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. 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.

We have coverage of some well enjoyed events in April. The [Claredale "Car Show in the Country"](#) is always a hit. We have lots of photos of the Hall's beautiful Jags. Our [trip to Port Douglas](#) was also great fun and good to catch up with our northern members. Port Douglas was a regular trip for our club in past years and we must go again. A good night out too! Our Sunday runs are much enjoyed and we had a different one with lunch at the Yacht club and a cat inspection!

We must eventually get Jeff Harris's story in or Jeff will spit the dummy. Rick may collaborate with Mary to write it.

Chris has found an exhaustive list of an amazing twenty-five Jags made famous in Hollywood films. Only a couple of clashes with last month's list of six. Jim has sent in details of the Mark X Jaguar which is very interesting. Even Sir William said it was big! Amazing how it produced a cult following. Nigel has a detailed instruction about how to open the bonnet on an XJ8. Hope this finally helps Richard to open his bonnet which has been stuck shut for years. Also a report from Jag Central on restoration projects progress. I have included a link to [Paul Marsh's Facebook page](#). Paul shares masses of Jag pics on our Club Facebook page. See thousands of pics of all marques there on Paul's page! Some new [Car Display Signs](#) here too.

Hope you enjoy reading this NJ. Please check out some of the links. Cheers Joe.

Cover Photo: Jim Lewis's multi-coloured 1957 Jaguar XK 140C has been seen at almost every All British Day over past decades. A real head turner, it has won many awards. Jim refers to it as his small car. He also has a 1954 Jaguar Mark VII M. He is definitely bringing both over from Charters Towers to ABD this year. We look forward to seeing Jim there again!



1965 Jaguar Mark 2 3.8 Litre - One of Lyndsay and Rina Halls brightest beauties being admired by members at our April day trip to Claredale - our very own "Car Show in the Country"



Coming Events



JAGUAR
Hosted by Jaguar Car Club of North Queensland Inc.

ALL BRITISH DAY

FREE ENTRY

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

Displays also by RAAF & 4th Regiment Museums, Rusty Riders, Townsville Diecast Club, Triumph Riders Group and more.....

Marque
SHORT CAR WHEELS JOHN CUMMINGS INC. 0407 1977

Townsville Restored Motorcycle Club
est. 1977

OLD MINI CAR CLUB

WOLSELEY **LOTUS** **Norton** **LAND-ROVER** **MG** **Austin** **ROLLS ROYCE** **TRIUMPH** **DAIMLER** **COVENTRY** **STAG** **DENNIS Fire** **TRIPLE** **HeartKids** **TRIPLE 102.3**

The Cathedral School
of St Anne & St James
TOWNSVILLE

Cathedral School
154 Ross River Rd, Mundingburra, Townsville

Sunday 2nd June 2019
10:00 AM – 2:00 PM

British Morning Tea & Lunch available at School Canteen

SUPPORTED BY: **City of Townsville** **SHANNONS INSURANCE** **JAGUAR** **Hosted by Jaguar Car Club of North Queensland Inc.** **Enquiries 0409 270 971 www.jagnc.com** **Find us on facebook**

PUBLIC AND DISABILITY PARKING in School Grounds **Enquiries Jag Club 0409 270 971** **www.jagnc.com**

ALL BRITISH DAY

FREE ENTRY

The Cathedral School
of St Anne & St James
TOWNSVILLE

Cathedral School
154 Ross River Rd 10AM – 2PM
Sunday 2nd June

JAGUAR
Hosted by Jaguar Car Club of North Queensland Inc.

Enquiries 0409 270 971 www.jagnc.com **Find us on facebook** **City of Townsville**



All British Day – Sunday 2nd June 2019

Program of Activities

- 6:00AM - 9:30AM Display Set Up
- 9:00AM - 2:00 PM Site Broadcast and Live Crossovers with British Music by Radio Triple T
- 9:00AM - 2:00PM British Morning Tea and Lunch available at School Canteen
- 10:00AM Introduction and Opening by Councillor Kurt Rehbein
- 10:30AM - 11:00AM Tour of Cathedral School Facilities by Principal Ian Gamack
- 11:00AM - 11:20AM Enactment of Visit by Her Majesty the Queen and Royal Family in a Military Parade with Red Coat Troops, RSL Pipes and Drums Band and Cathedral School Band
- 11:20AM - 12:00PM Performances by RSL Pipes and Drums Band and Cathedral School Band
- 12:00PM - 12:40PM May Pole Dance by Townsville Academy of Performing Arts
- 11:00AM - 1:30PM Judging for Best Car, Best Bike, Best Display, Best Jag and Boarders Prize for "Best Around The Lagoon"
- 1:45PM Presentation of Trophies
Acknowledgement of Sponsors and Supporters
- 2:00PM – 3:00PM Pack up and clean up, Vehicle and Display Exit and Close



The Cathedral School
of St Anne & St James
TOWNSVILLE



All British Day Promotion

Willows Markets Sunday 26th May

We will run our annual ABD promotion at the Willows Market. Hand out Flyers and sell tickets in our ABD Raffle to raise money for Heart kids. Our Fundraising Officer Peter Dixon will organise the event – at least two Jags will go on display.

All British Day Dinner

Cluden Park Motel Saturday 1st June

Our annual ABD dinner welcomes our regional members into town. We will have a special buffet menu. Club will subsidise the meal. Drinks at 6PM, dinner at 6:30PM - come along and enjoy!

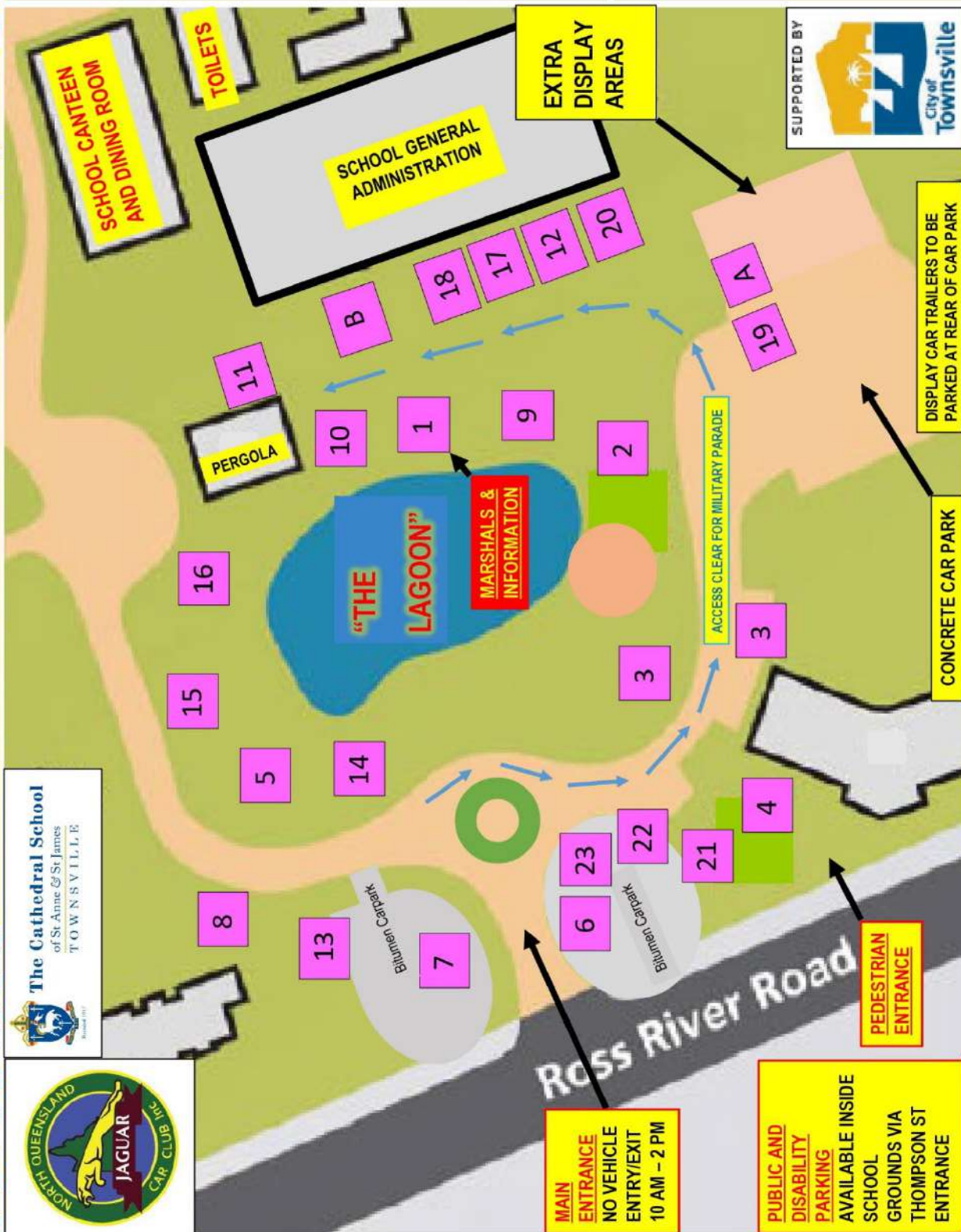
All British Day Cruise

Cleveland Bay Saturday 1st June

Our member Alan Bessell has organised a cruise for members to relax before ABD and also welcome regional members who are in town. We will advise more details closer to the day.



ALL BRITISH DAY 2019 Display Plan



All British Day - Displays

1. JCCNQ - Jaguar Car Club
2. Marque Club
3. TVV&HMC - Vintage & Vets Club
4. Mini Car Club
5. TMHVC - Military Historic Club
6. NQMP - Machinery Preservationists
7. TRMC - Restored Motorcycle Club
8. NQHRS - Military Reenactors
9. FNQ Restorers and Others
10. Townsville Jaguar & Landrover
11. Triple T Site Broadcast
12. Shannons Insurance
13. Triumph Riders Group
14. LROCC and Landrover Owners
15. First Aid Station
16. Military Displays
17. Diecast Models
18. Rusty Riders Bicycles
19. London Bus "Tranquilo"
20. Townsville Collectables
21. Townsville Mini Garage
22. Candy Wrapper
23. Quiltworks

Food/Drink Vendor Stalls

- A. Pied Piper Whip Ice cream
- B. Miss Macie Barista Coffee

LUNCH & MORNING TEA AT CANTEN

NOTES: (refer to Risk Management Plan)

1. **Vehicles.** All vehicles are to remain stationary 10AM to 2PM. If required to move, vehicles must be escorted by Car Marshals. Refer to Site 1 for access to Site Car Marshals and Information.
2. **Medical Emergency.** Refer to First Aid Station Site 15 or call 000. In case of other emergency repeat 3 short vehicle horn blasts. Driveways to be kept clear for emergency vehicles.
3. **Emergency Evacuation.** Refer to School Emergency Evacuation Plan.
4. **Gazebos.** All to be adequately secured for windy conditions.
5. **Safety.** Take care around lawn barriers, parking stops and barricades.
6. **Environment.** Rubbish to be placed in bins provided and all display material and debris removed from site.
7. **Code of Conduct.** Applies per RMP.



VENUE: Cathedral School - 154 Ross River Road Mundingburra



FREE ENTRY

...to a display of British vehicles and machinery, current and past, highlighting British culture and heritage and promoting a military theme...
...it's our British Festival!



ALL BRITISH DAY

Cathedral School

154 Ross River Rd, Mundingburra

Sunday 2nd June

10:00 AM - 2:00 PM

View the displays in a tropical setting around "The Lagoon" British Morning Tea & Lunch available at School Gardens PUBLIC and DISABILITY PARKING in School Grounds Hosted by the Jaguar Car Club of North Queensland Enquiries 0409 270 971 www.lccc.com




TOWNSVILLE CITY COUNCIL

...see a Military Parade with the Queen chauffeured in a 1949 Rolls Royce, Red Coat Troops, RSL Pipes and Drums Band and School Band, followed by a May Pole dance...and more


Townsville Bulletin Advertisement – Townsville Eye Section - Saturday 25th May and 1st June

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

CTRC@OUTLOOK.COM.AU

www.ctrc.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

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

**27 Jun
- 1 Jul**

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 or 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



Ingham Autofest

Ingham Autofest will be held at **Ingham Showgrounds** each year and the Autofest Crew look forward to working together with local clubs as well as other events already running in Far North Queensland and they are sure that this exciting new event for their region will also compliment their events as well. Autofest is open to everything automotive from Cars, Trucks, Bikes in fact anything that has wheels is welcomed to join in on all the fun and with the theme of a Family Friendly Festival.

Autofest events include, Go To Whoa, Spear A Spud, Dyno Shootout, Show N Shine, Autokana and everyone's favourite, the Mighty Burnout Comp.



JULY 19th to 21st



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



Claredale Day Trip Sunday 7th May

Joe Pannia

Another excellent day out to Lyndsay and Rina's cane farm at Claredale for our now customary "Car Show in the Country". We grouped at Puma Cluden and then had lunch at Claredale Pastures just five minutes from the Hall's cane farm. Still amazing, that huge agricultural campus once a thriving educational college now mainly abandoned.

This is the third time our club has ventured out to Claredale. Members were impressed with previous reports and photos, so by popular demand we showed up on Lyndsay and Rina's door step once again. Still some members who were enthusiastic about the run could not come so I think we will need to go again and I am sure I heard Lyndsay say that we are again welcome. Always some new beautiful additional acquisitions to see. This year we had seven club Jags facing seven farm Jags. Not an even match though since many of Lyndsays cars are hugely collectable and I am sure many members would swap any day! Lyndsay keeps them clean but having to clean them all at once is arduous!

We gave Lyndsay and Rina one of our 2019 All British Day commemorative Grille Badges in appreciation for hosting the Jag Club, just a memento though and not a bribe to get some of those beauties to ABD at some stage. We had an exhaustive wrap up of last years trip in our March Northern Jaguar so check this link for some photos and see the shennagins we got up to last time on our [2018 Claredale Trip](#).







We've had 4 Prowls since our last magazine report – 1 lunch and 3 coffee/brunches. It's been a busy month, what with Easter, our club trips to Claredale and Port Douglas and various other public holidays – so it's not surprising that numbers attending have been down on previous months. But of course, it's not about the numbers, it's about getting out in our great cars and enjoying time with friends!

We visited Bushland Beach Tavern – which has a very strict exclusion policy for pets, which stymied Barry, Sandra and Camilla the pooch who had to leave us early, the Townsville Yacht Club which is an excellent location with a beautiful view of the top end of town, Café Nova in Townsville CBD, truly an aristocrat in disguise, - and good old faithful Millie J's in Burdell – the first time we've graced (spaced and paced) the same location twice this year.

Kevin Fleming visited us at Bushland Beach – but Barry and Sandra had to take Camilla the pooch home....



On our way to the Yacht Club we had a short tour of another Big Cat just opposite the Casino, belongs to a friend of Alan B. Anyone for a short cruise to Maggie Island the day before ABD?



Café Nova was a true revelation. In Blackwood Street in the CBD, the exterior is at best unassuming – but step inside, and you enter another world. Crisp white linen tablecloths, linen napkins with rings, and tasteful décor coupled with exceptional service. This place is definitely “on the list”. A gem – thanks Glenda and Doug for introducing us to this lovely place.

English Breakfast Tea



Sue - keep your eyes off Ainsley's banana spilt!



Do you see what I see?



Lunch at the Yacht Club - Sunday 14th April

Joe Pannia

What a great place to have lunch at the Townsville Yacht Club. Beautiful scene overlooking the marina nice salubrious friendly atmosphere with a dozen or so members, family and friends. Eddie organised the lunch but was in Brisbane recovering well from his kidney transplant, I'm sure he would've rounded up more members being an ex-director there. We will have to come again so more members can enjoy the beautiful location. A great day, here are some photos in the dining area and an inspection of Alan Bessell's friend's cat. Who's going on a cruise on Sunday 1st June!



I like a good party and it was great to get away from home for a holiday. We had sixteen members having fun in the garden section set aside exclusively for us at Port Douglas Rattle 'N' Hum on Saturday night. Only a five minute stumble back to the motel so it was good for some. Two cars drove home after dinner - Joe and Isabel joined us from Palm Cove where they are staying now, without the XK8 which drowned in the Townsville Flood along with thousands of other cars – none as magnificent as that aquamarine beauty though! Bob and Robin had a good time and drove Victor the E Type back to Atherton that night to attend to their menagerie of animals and pets. We almost had 19 members except Jeff and Maggie got stuck in Melbourne and had to cancel their booking. Same with Rick and Mary who had to pull out because of S Type brake issues. The club also had a local Sunday run back in Townsville for members who weren't travelling to Port Douglas.



Jim and Ahu were very keen and their X350 V8 hit the road for an extended trip on Thursday. Ross and Judy took their S Type up to Cairns on Friday. Jim David and Wendy came over from the Tablelands in the comfort of Jims Series III. Our newest members Hugh and Janice Molloy travelled from Yungaburra in their gold XJ40. It's a small world and I was amazed we had a connection to my home town Macknade outside Ingham where Hugh and Janice ran the local pub there some years ago. So two Jags left Yabulu early Saturday morning – Bernie's newly acquired XF and our X351.

The drive was scenic after our recent big wet and very relaxing in the modern Jags. We had our compulsory stop at Vinnies in Ingham where Chris filled the car again with bargains mostly for our little nephew Kolby. Bernie and I had some fun delivering All British Day flyers in the business area. We met up with Nigel the manager of Supercheap who is an avid ABD participant bringing Triumph and Morris cars to many past shows. He will be there again this year and we invited him to come over to the Jag tent to meet members. Just a hop step and a jump to Cardwell where Bernie suggested the bakery's pies were superior to the Esplanade Pie Van and that was surely true. We were heading back there but several people were admiring the two Jags which we managed to park right outside the bakery seating area. Bernie was bailed up by Scottie a Triumph motor bike rider who has also been to ABD's before and he will be there too. While we reminisced with Scottie, Chris walked around the shops giving out ABD flyers and shopping as well.



Not an easy task to make a rendezvous after a four hour drive but we managed to get to the Coffee Club at Earlville at 1:15PM, fifteen minutes after our planned ETA. Hugh and Janice and also Bernie left early for Port Douglas before us. So the S3, E Type and X351 made the winding but scenic drive in convoy along the Captain Cook Highway to Port Douglas. More relaxing that the times I did in on a weekday morning on Telstra duties chased at high speed by the multitude of tradies and commercial vehicles travelling there daily in great numbers especially in the boom times.



I called Joe and Isabel as we passed by Palm Cove and was pleased to hear they intended to join us for dinner. I hope our party cheered them up after the tragedy back home. Bernie the Port Douglas Motel manager was very helpful and allowed Victor to park under cover in the motel area at night. We gathered for the cruise, Jim's black V8 was parked there but after many calls still could not make contact. The mobile he had been answering was not available because he had it disconnected and I didn't think to call the other mobile number I had that he has never answered. So six Jags did the twilight cruise through the main street. Quite a few heads were turned and it was a good way to fly the flag for the club. There must be some nice flashy Jags in Port Douglas. We found the best spot for a line-up and photoshoot right outside the motel. It was pleasant hanging out around the verge there in the evening light, several passers-by stopped and chatted and took photos of the Jags. Victor the E Type was rather a hit attracting the most attention.

Dinner went well and the club provided a subsidy for members as we do when we meet the regional teams. A small fraction of what it costs members to travel away from home but nonetheless a good incentive for members to participate and ensure that we are active in our huge North Queensland coverage area. A few decided to party on and walked down the busy Macrossan Street which had plenty of night life. Bands were playing some of my favourites - Whole Lotta Love and Sweet Child 'o' Mine. Only had a couple of beers with Joe, Isabel, Jim and Bernie. Jim and I were the last to stumble back home after a good night out.



The markets were on and we had coffee and breakfast there. Quite a big market for a small township, not quite as big as Yungaburra and Tolga which the club has frequented in years past. We arranged a photoshoot of members outside St Mary's church at the entrance to the markets and managed to do it successfully between the light scuds and showers we had all morning. Minus Bernie who dashed away earlier for a stay in Cairns and to escape the rain. An easy drive home, Chris and I broke the drive visiting my brothers and sisters in Ingham and managed to pull into our driveway just after dusk. Hope a few more members will venture north to the TARGA Rally later this year. Go Team Jaguar!









Contributions



2019 Jaguar National Rally - Albury Wodonga

Peter Enright

Our member Peter Enright who lives in Cairns and Albury Wodonga has kindly given us a personal message and some great photos of the [2019 Jaguar National Rally](#) "Border Revival". It celebrated both the first Australian National Jaguar Rally held there 50 years ago and the first appearance of the XJ in showrooms around the world:

Dear Joe, Good to hear from you. Yes, I went to the Display Day on The Causeway. Great day, lots of Jaguars. Everyone attending said they were really enjoying themselves, lots of smiling faces engaged in animated conversations. Then the next day, Sunday, I went out to Mitta Mitta, where some of the participants who did not wish to do the track day, nor the winery visit, went up to Dartmouth Dam, then back down to Mitta Mitta. I woke a little late and met the entourage as they were coming back down to Mitta from Dartmouth, so no lake photos, just these few from Mitta Pub.

That is Bill Harding standing next to his very beautiful Series 1 3.8 e-type, convertible, with the factory hard top, very pretty, lovely sound as well. He did not tell me about his SS!! He has had lots of Jags over many, many years. I think one of his Mark V's which he had sold previously was there? Might be worth giving Bill a call and getting his story, it is very interesting one, he has been in lots of places around good old Aus and lots of Jag lovers around Aus might know Bill? Might make for a good short story along with his photo. I'll send you his phone number and you might give him a call, you can tell him up front, that I apologise for putting him forward for a story or two, but, you'll find him a lovely fellow to talk to, really interesting, friendly, and, can tell a good story. You might need a page or two.

Another fellow to perhaps give a call to would be Geoff Leake and his partner Wendy, they have that beautiful dark grey drop-top Mark V, they did a full restoration on it, well Geoff did, he is an expert on all things Jag. They also have a beautiful red XJC 12 which might be the one in the photos? Again they are both lovely people and if not too busy when you call them. Would have lots of stories to enthral our NQ members. Don't think I have their telephone numbers, but Bill would certainly have them, plus Wendy does all our club correspondence and takes a photo or two, quite a lot better than mine, and might be able to send some really good photos of all parts of the rally, the welcome and the final presentation dinners? Actually some of NQ club members may well know them already, since they go to lots of state rallies, just a week or two before our national rally they went down to the Tasmanian rally and I think they have been to quite a few others over the years ?

All the best with all of that Joe. Trust you, Chris, and all the NQ Jaguar people are well. Look forward to dropping in to see you when I am next up your neck of the woods. Kind regards Pete







JAGUAR XE



INTRODUCTION

I wanted to start by introducing myself, my name is Dean Knight.

I have been working for the Tony Ireland Group for over 7 years. My main focus is the prestige side of the company selling Jaguar/Land Rover. I approached your president about giving the members of the club and the readers of the newsletter some information on the new vehicles that are coming or already out from Jaguar.



CAR OVERVIEW

The Jaguar XE was launched in 2014 and went on sale in 2015 as the most advanced, efficient and refined Jaguar sports saloon ever built also making it very recognisable as a Jaguar. The XE has a real sports car feel and handling which was inspired by the F-Type. The car is perfectly balanced with its lightweight aluminum architecture making it strong and a pleasure to drive.



OPTIONS AND CHOICES INTERIOR & EXTERIOR

Jaguar have allowed people to choose the way they want to have the car configured giving them control in the interior/exterior colours, engines, models and wheels within the variant guidelines.

1. Model lines you have for the Australian market are: the Prestige, Portfolio, R- Sport and S along with a Landmark Edition which I mention more about below. The exterior you can choose from 3 Solid, 7 Metallic and 2 Premium Metallic paint colours. 16 styles of wheels and various option packs.

The XE has a number of different engines the options are.

2. 132kW 4 cylinder turbo diesel with 430Nm of torque
147kW 4 cylinder turbo petrol with 320Nm of torque
184kW 4 cylinder turbo petrol with 365Nm of torque
221kW 4 cylinder twin turbo petrol with 400Nm of torque
280kW v6 supercharged petrol with 450 Nm of torque
3. Interior options allow you to pick from a choice of grained leather to luxtec sports seats in a variety of colours ranging from Light Oyster to Ebony all the way up to a duo tone seats. 11 interior trim options allows you to pick the best suits what you want the car to look like.



SPECIAL EDITION LANDMARK JAGUAR XE

Jaguar has added a Special Edition to the lineup which is the Landmark

Landmark edition is available in 3 colours: Yulong White, Santorini Black and Firenze Red. It is based on a R-Sport but giving it a Level of Luxury with leather upholstery and some visual exterior upgrades. It will be available in the 2.0 petrol (184kw) and 2.0 Diesel (132kw) engines. Other unique features of this car are one of 18" alloy wheels, the front grille, window surrounds, door mirror caps and side vents are finished in gloss black.



GENUINE JAGUAR ACCESSORIES

Jaguar has a massive range of genuine accessories to either customise or protect the car for both interior or exterior which can be found at <https://gear.jaguar.com/au/en/>



Contact Details Dean Knight: Ph: (07) 44312104 E: deank@tonyireland.com.au

The concept of All British Day started after World War II with American servicemen being so impressed with the style and performance of many of the British cars that countless were transported back home with them. Also adding to the popularity of British brands in America was the huge export of cars into America from Britain. Unable to sell at home due to the war ravaged British economy, the theme was export or perish, so off they went overseas. In the 1950's Britain was the world's biggest exporter of cars and second only to the United States in numbers produced. The American manufacturers were predisposed for sales within the United States so the US was the second largest world exporter. The awareness of these magnificent motorcars caught on and many associations were started to promote the British marques. To this day some cities in the United States hold an All British Week! The British economy took decades to recover after the war mainly due to the huge reparations required by the Americans to pay back the war loans. British factories were quickly outdated. America poured money into the German and Japanese economies and new factories sprung up there and soon their export markets grew in direct competition to Britain.

Overseas executives visiting many pre-war built British factories were shocked at the improvisations that had to be made to produce the huge quantity of cars for export. One example was spray booths built into corners of factories with used corrugated iron. Outdated practices were not worker focused, safety was highly compromised and it was not long before the union troubles ultimately affected build quality and performance. By the 1970's many of the British manufacturers were being taken over by multi nationals, supply chains were broken and the once prodigious British motor industry was ruined. Since the early 1900's some 500 British marques were produced, about 30 remain now, many in brand name only and most are owned by large multi-nationals. These once ubiquitous British marques are now seen mainly at shows like All British Day. See later for a list of who now owns what British marque. Morgan remains the only well-known brand to survive with British ownership.

In Australia the first All British Day was held in Sydney in 1981 and hosted by the Austin Motor Vehicle Club. It is now run there by the Association of British Car Clubs. In Brisbane it is organised by the MG Car Club of Qld with different sponsors each year. Adelaide has an All British Day incorporated association established in 1984 with members of state wide motor clubs on the committee, similar to Sydney. Many cities around the world now host All British Day.

Townsville held its first All British Day on 30th August 1992, very appropriately at the Queens Gardens in North Ward. It was part of the Festival of Townsville previously the Pacific Festival which ran for a couple of decades. One of the main organisers of the first All British Day was our very own Public Relations Wallah and ABD Town Cryer Mr Kevin Fleming. It was later moved to Pioneer Park now Riverway Thuringowa Central. In 1999 it was moved again to The Cathedral School Mundingburra and hosted by the Jaguar Car Club where it is held to this day, still as a free community event. ABD 1999 was a joint promotion by the Jaguar Car Club and the Cathedral School. The Deputy Principal at the time, Peter Vollugi was a Jag Club committee member and he was instrumental in relocating it there. Fitting also for All British Day to be held in the grounds of a Church of England School. The first ABD event there was huge. The Bishop, Mayor, Councillors, British Consul and many of our city notaries were invited. School students were the car marshals and the School Band played on the day. "The Lagoon" was also called the "Central Lake". British food was served in the school canteen and British music was played. Much was made of the beautiful tropical venue, still unique for a car show. For many years it has been a gathering of like-minded enthusiasts picnicking around "The lagoon", surrounded by colourful British cars, motor bikes and machinery and enjoying great nostalgia for a piece of "Old England".

In 2016 the Townsville T150 Festival was held to celebrate 150 years of the founding of Townsville. Our PR Wallah Kevin had been approached by the organising committee to arrange a suitable commemoration of the Queens visit in 1970 by providing a re-enactment of her visit in the parade on The Strand. Our club was approached and the committee provided Jim Batemans magnificent black LWB X350 Jaguar limousine and our own Maggie Harris was the Queen. It was such a success at the T150 that the committee decided to have the Queen visit All British Day that year. We also had the Red Coat Troops acting as guard and the RSL Pipes and Drums Band leading the parade. That was a huge hit also. We introduced our "All Things British" theme and now we have British pushbikes, sewing machines, toys, confectionery sold in pounds and pence, a Maypole dance, our Town Cryer Kevin announcing the activities, Triple T with British theme music as in many past years and anything British to provide that much sought after nostalgia. It was also during the commemoration of the centenary of World War I and in honour of that we introduced our "Military Theme", unique to All British Day but very appropriate and well supported in our military city. We have official Army Support with displays from the 4th Regiment, RAAF and Jezzine Barracks Museums. These themes have transformed All British Day into our local British Festival, a unique show – no other All British Day is like ours!

All British Day

Without doubt the organization of All British Day was the greatest task our register had ever undertaken. Now that it's over we can all breathe a sigh of relief, but along with that, let's breathe a sigh of satisfaction too. Not only was it a successful day from an organizational point of view but it was a wonderful day for Jaguar and our register with the greatest showing of Jaguars/Daimlers ever in Townsville.

Firstly, I'd like to acknowledge the part played by the Cathedral School in the success of the day, particularly our member on the inside, Deputy Principal Peter Vollugi. The grounds were presented in immaculate condition which brought many compliments from exhibitors and visitors alike. Visitors were also impressed by the helpfulness and courteous attention they received from the students who assisted with parking. The canteen staff were kept busy supplying British fare and had sold out by the end of the day as had the drink stall. The performance of the school band was particularly impressive as was the vocal accompaniment from the kookaburras in the tree directly above the band who broke into song every time the band struck up.

The other ingredient needed for the display was a suitable number and range of vehicles. This we had with over 100 vehicles turning up. Strong support came from the clubs; Marque Sports Car Club, Restored Motorcycle Club, Mini Club and Veteran, Vintage and Historic Motor Club as well as many individuals. We also had the support of Tony Ireland's dealership with a variety of Land Rovers, an MGF roadster and what must be considered as a groundbreaking event for Townsville, the public display of two new Jaguars, an XJ8 and an S-Type. With 19 other Jaguars stretched out on the lawn under the shady trees this was surely the greatest turnout of the marque ever seen in Townsville. Cars present were; four Mark 2s (two Daimlers), an XK140 coupe, two E-Types (one roadster, one coupe), two Series Is, four Series IIs (one Daimler), four Series IIIs, an XJ40 and an XJS-C.

Radio stations 4TO, 4TTT and 4QN assisted with publicity by promoting the event (4TO sending along their London double decker bus to act as a drawcard). The Townsville Bulletin assisted with a feature article enticing entrants to nominate and a follow up article the day before the event. With this assistance a good crowd was present throughout the day. Some highlights from the day:

- The return of Gordon and Keren Mercier. Long standing register members will recall Gordon and Keren as our hosts when we overnighted at the Mena Creek Hotel on a visit to Paronella Park some years ago. On that occasion we saw their partly assembled Mark 2 in a shed adjacent to the pub. This time we were able to see the finished product (a fine example of the model) as well as their well kept Series III. We look forward to seeing more of Gordon and Keren at future register events.
- Finally meeting up with our Mission Beach member Paul Hawkins. Unfortunately Paul was not able to bring his nearly completed Series I restoration project, but we look forward to a resolution of the final snag to its completion.
- Good to see a car from the early days of the club back in circulation. The Series II Daimler owned by our late member Peter Wood has undergone a refit and is now looking very presentable. This car was formerly owned by early register member, Peter Baker and is now being offered for sale by the current owner of Rex Russell Motors (opposite the RSL).
- Also good to see the Series IIIs of Gary and Josie Doak and Mark Beckett once again representing the club at this event. Both have been absent from our line up for some time—owners of the former having been in Brisbane and the latter at Bond University.

COVER PHOTO

A snap of three of the 21 Jaguars at All British Day. All right, the two on the left are in fact Daimlers, but as the Bard said, "What's in a name?". They're the 2.5 litre V8s belonging to the venerable Eric Gray and what's more they're for sale. Judging by the attention they commanded on the day that may no longer be true; snapped up perhaps by some latter day aficionado of Jaguar's best ever shape. The Jag on the right certainly was. Dirk Leijen of Mena Creek and his baby, a well presented 1974 Series II XJ6, parted company to the tune of X dollars. Others for sale were Tiny's Series II Daimler and of course the S-type and XJ8 from the Tony Ireland display. Well, perhaps not the S-Type—Tony's wife may have had a word or two to say about that—but I'm sure Tony could get his hands on another if your money was the right colour. The Series II Daimler has in fact been in the club twice before—once in the hands of Peter Barker and subsequently owned by Peter Wood. Would the new owner [Peter someone, perhaps] please step forward?

Owners of all makes of British Vehicles
Are invited to exhibit them in an



ALL BRITISH DAY



To be held in the beautiful grounds of The Cathedral School
On Sunday 30 May 1999 between 10am and 4pm

Interested parties should contact the Jaguar Drivers Club - Townsville Register
On Pk 0417 796303 anytime, Ph 47231344 (w/e) or write to 45 Carr Street, Hermit Park.

ALL BRITISH DAY

on Sunday 30 May from 10 a.m. till 4 p.m.
in The Cathedral School Grounds, Ross River Road, Aitkenvale

Exhibitors: Enter through front gate on Ross River Road

Vehicles may be brought in any time after 8.30 and would be best in place by 9.45

Vehicles will be displayed in shaded areas surrounding the central lake

Park with your participating club or with similar vehicles (e.g. sports cars)

Public: Admission free

Enter through side gate on Thompson Street

Parking available on school oval as directed

Vehicles will be displayed between 10 a.m. and 4 p.m.

The School band will play at around 1 o'clock

Entertainment and activities for children throughout the day

Refreshments available including soft drinks, tea, snacks etc.

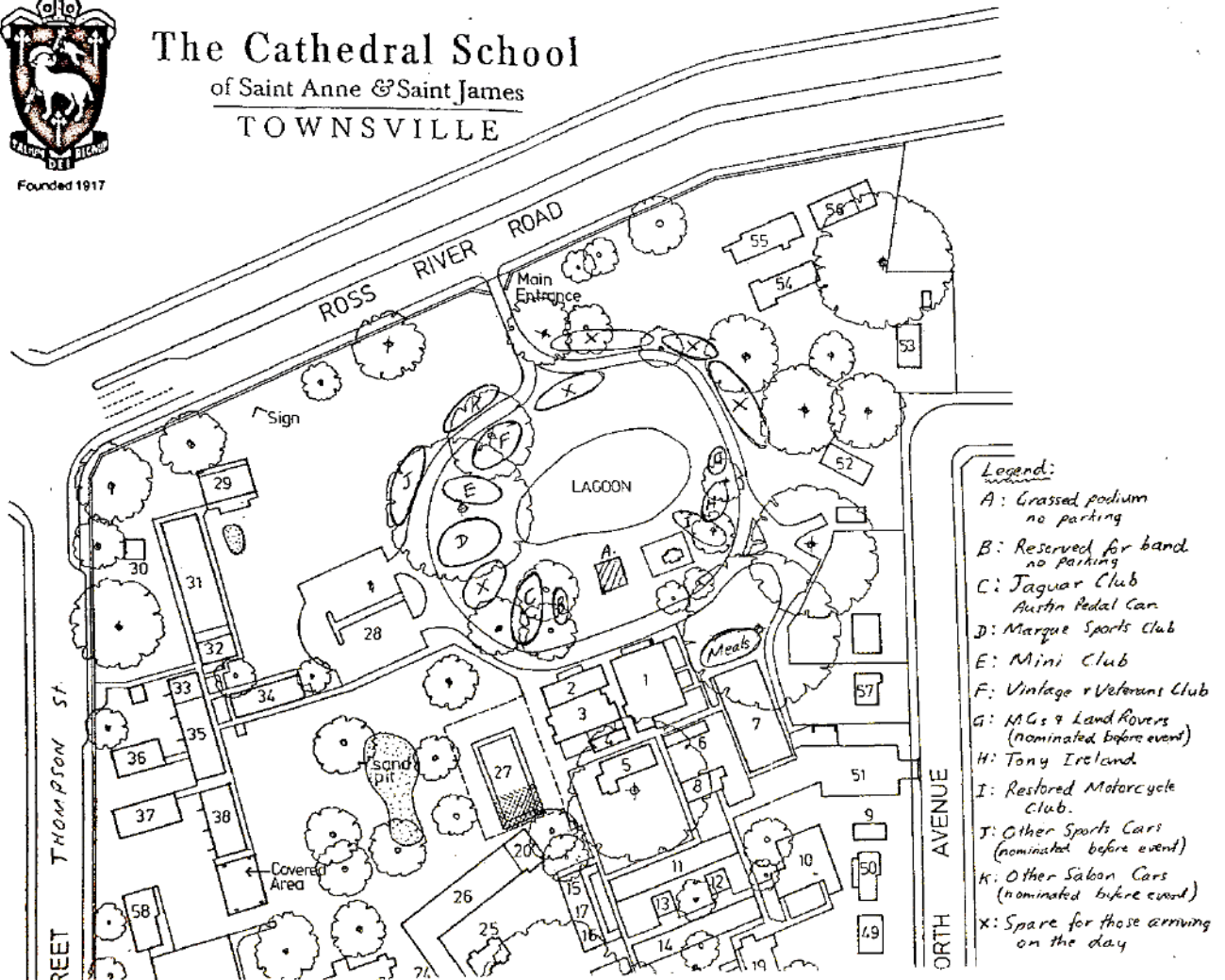
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A joint promotion of The Cathedral School of Saint Anne & Saint James
and the Queensland Jaguar Drivers' Club - Townsville Register



The Cathedral School of Saint Anne & Saint James TOWNSVILLE

Founded 1917



COVERDRIVE



Spectators admire a rare Morris 1300 Traveller

Photos: JOSHUA GUINEA



Rolls Royce Silver Wraith



A line-up of the legendary Mini



An Austin 1800 in pristine condition

Cool Britannia

BRITISH beasts in their home environment are more used to drizzling grey skies, but none seemed to mind when Townsville turned on its best sunshine for last weekend's All British Day.

Peter Carlson, president of the Townsville chapter of the Jaguar Drivers Club, who host the annual event at The Cathedral School, described this year as the best ever.

"It was splendid weather and a splendid day," Carlson said.

"We had our biggest ever crowd, with several thousand spectators

coming through over the course of the day."

Carlson said there was also a record number of exhibits, with close to 100 cars and bikes — some of them coming from far afield.

"Exhibitors came from Cairns, Mission Beach, Atherton Tableland, Richmond, Mount Isa and even two from the Gold Coast," he said.

"The day was highlighted by some newly finished restorations, including Bill Bunt's Austin Sheerline and Brad Webb's superb Rolls Royce Silver Wraith.

"There was also a great line-up of

MGs, nearly every post-war model on display.

"Also of great interest was the 1912 Calthorpe owned by Ron Burns of Mission Beach, which is believed to be one of only two of that model in the world.

"And there was a great turn-out of motorbikes, which people always like to see as it reminds some of them of their more youthful days.

"We only hope to top this next year."

Contact for the Jaguar Driver's Club is 47790765.



Crowds enjoyed the displays

CARSguide
carsguide.com.au



John Thomas waves the flag in front of his 1928 Austin 7 Chummy, so named because both passenger and driver had to sit close together Photos: TROY RODGERS TR507299



Matt Ryan of Cranbrook gets an 'under the skin' look at one of the unusual vehicles on display at All British Day TR507307

True Brits



HUNDREDS people took advantage of last weekend's combination of fine weather and fine vehicles at All British Day.

With exhibitors coming from all over North Queensland, there were more and 70 vehicles on display at the event at Cathedral School, which was hosted by Townsville Jaguar Club.

The public was treated to a wide range of new and restored machinery, including Jaguars, Daimlers, MGs, Austins, three-wheeled Morgans, Mini Minors and militaria. British music broadcast by 4TT and traditional bangers and mash on the menu carried the Old Blighty flavour of the day.



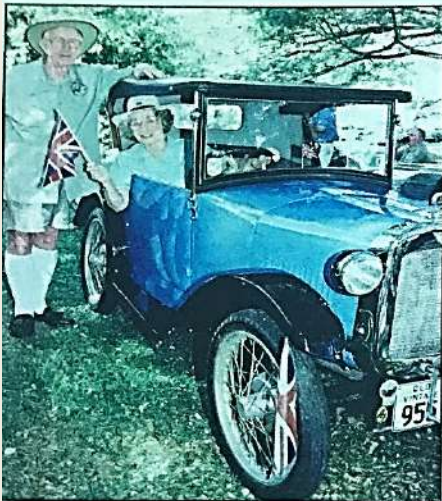
Left: An MG hood ornament and (right) a line-up of MGs delighted lovers of the iconic and recently vanished marque TR507412, TR507413



Left: A rare Armstrong Siddely, and (right) Mini Coopers bare their all for the crowd TR507415, TR507406



Best of British built



CLASSIC STYLE ... Dell and Bill Parker with their 1928 Austin Seven Roadster



SIZE MATTERS ... Mark Stevens with his 1966 Deluxe Mini

Car owners bring out their wheeled loved ones

By CHARLES BOSTON

THEY showed off the best of British motoring in the grounds of the Cathedral School yesterday.

There were lots of Minis — including a green one called Kermit — Morrises, Wolsleys, Land Rovers, MGs, Cortinas, Jaguars, everything but a Rolls Royce.

There were also old and new motorbikes; Ariels, Nortons, BSAs, and Triumphs.

Dudley Townsend turned up dressed as John Bull with his 1964 red MGB.

"I have just done 11,000km in a fortnight and it never missed a beat," Mr Townsend said.

Many envious glances went to the sleek E-type Jaguars, including the blue 1965 model owned by Peter Carlson.

"I like it," Mr Carlson said.

"They have got a classic appeal, a sensual shape."

Mr Carlson — the owner of four Jaguars — said his E-type took 12 years to restore.

He bought it for \$10,000 but the body was rotten with rust and the engine full of water.

Now it looks like it has just rolled off the production line, and it's worth \$65,000.

Mr Carlson said the best thing about an E-type was cruising down the highway.

So has he ever driven the Jag flat out?

"I don't do that ... that I would admit to," he said.

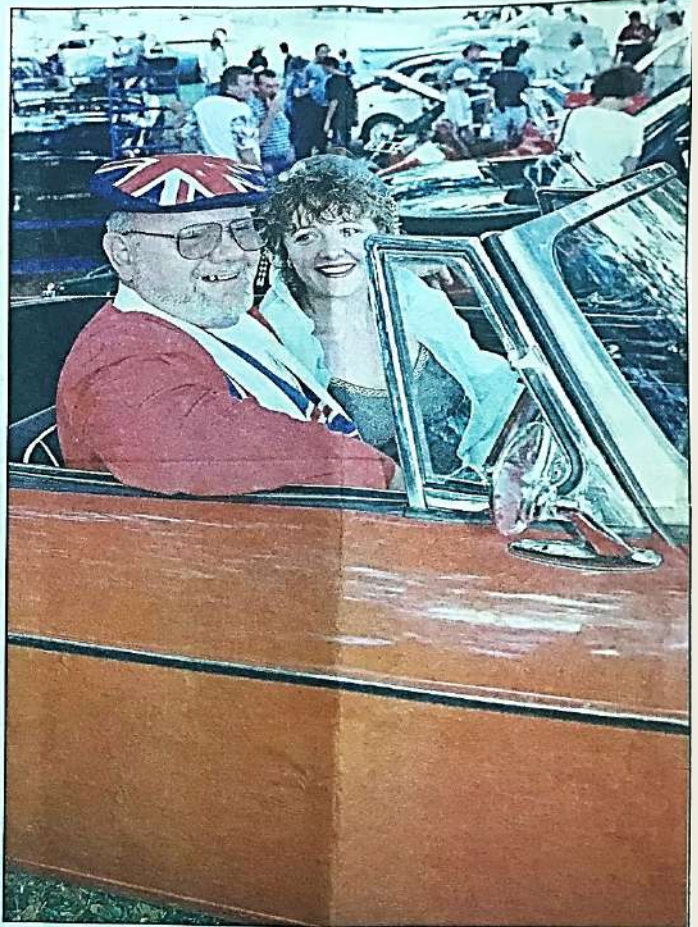
Bill Parker preferred a more sedate pace.

The 77-year-old said his 1920s Austin Seven wouldn't go much faster than 70km/h.

"I don't take it on the highway," Mr Parker said.

"They are slow and people bank up behind you."

He too tells of a chance



SLEEK MACHINE ... Dudley Townsend and Toni Bright in a 1964 MGB

Photos: LORI NEILSEN

find and hours spent restoring the old car.

"We took our T-model Ford to Hughenden for the centenary celebrations.

"An old guy said 'I know where there's a baby Austin in a paddock'."

The machine was a shambles, but Mr Parker made many of the replacement parts himself and fussed around for others.

He went to Gympie to buy the mudguards, and the whole project took 18 years.

Owning an Austin Seven is a different buzz to an E-type Jag.

"A lot of people admire it," Mr Parker said.

"People come up to me now and say 'we went on our honeymoon in one of those'."



NQ Machinery Preservation Society

ALL BRITISH DAY



Cathedral School
(cnr Ross River Rd & Thompson St, Mundingburra)
Sunday 14 June 2009
10am – 3pm

Owners interested in displaying vehicles or machinery should contact the Townsville Jaguar Drivers' Club after hours on 4789 3672 or 4721 3636 (or just turn up an hour before the start on the day).



About All British Day

MISSION STATEMENT

To organise and coordinate the presentation of the annual All British Day event for recognized Club members and also promote fellowship between owners of British vehicles, their families and friends.

To be a non-profit organisation whose entire income is devoted to the pursuit and promotion of its objectives with any surplus funds donated to charitable or community services organisations.

Est 1984...

The All British Day is a static display motor vehicle event held on the second Sunday of February each year.

The origin of All British Day goes back to the early 1980's when a few like-minded enthusiasts from local car clubs hosted a picnic day incorporating a small display of British vehicles in the St Clair recreation grounds at Woodville. From these humble beginnings in metropolitan Adelaide, All British Day as it became known, grew and eventually relocated to the picturesque town of Uraidla in the Adelaide Hills, its location for many years. The growing popularity and size and success of the event, both in number of entrants and spectators attending, necessitated another move. In 2013, we relocated again to the hills township of Echunga, which is our present location. All British Day is one of the biggest events in South Australia's motoring calendar.

The run up into the hills saw the introduction of the All British Day Breakfast held en route and has become a popular start to the day for many entrants. For some years now the Sporting Car Club have been running the All British Day Breakfast which is now held at the Mylor Oval. All British Day is a joint effort between registered vehicle clubs to bring together this annual display. As the name suggests the event is designed to cater for vehicles that are of predominantly British manufacture or design. With many of the marques on display and no longer manufactured, this is an opportunity for the public to see the results of many hours of enthusiast's hard work and skill on display, from the most prestigious brands to the more modest commuter of the day.

We have approximately 800 vehicles entering each year resulting in a rich and diverse range of British cars, motorcycles, trucks and even tractors that all played their part in Australia's history.

All British Day is an incorporated organization comprised of a committee of about 15 car club members each one playing their part in the running of the day.

We are a not-for-profit organization, the only funds we preserve and carry over are enough to fund the upfront costs for the following year's event. After the event, we donate to several local charities and groups that help us run the day. We work closely with the committee of the Echunga Recreation Grounds Committee and appreciate their efforts in coordinating various local groups to cater food and drink for the day. The food and drinks you purchase is directly helping the local community.

We cannot do it all, we greatly appreciate the generous support of the Mt Barker Council assisting us with this event. We engage the services of the Echunga CFS to manage the traffic on the public roads and our Anderson Road car park (owned by Echunga Golf Club), we too are also grateful for the help we get from the Flagstaff Hill Rotary Club for their work with the ticket sales on both gates and overseeing the traffic control of the disabled parking and public motorcycle parking.

The Association of British Car Clubs

All British Day SYDNEY

OUR MISSION Maintaining the Breeds

We are an association of car clubs representing past and present British marques and models. The vehicles were either made in England or made in other regions by British Companies. Our aim is to present these cars, some new, some restored and some original for your enjoyment. The day is also used to raise money for our selected charities.

History of the All British Display Day



The All British Display Day dates back to October 1981 when the newly formed Austin Motor Vehicle Club staged a display of British Cars in Top Ryde Shopping Centre. This event attracted considerable interest and was run as a charity event. The nominated charity that year was the Multiple Sclerosis Society of NSW.

The Austin Motor Vehicle Club continued to organise annual displays to support various charities, up to and including 1988. We are indebted to the Austin Motor Vehicle Club for its initiative and foresight without which this fabulous display would not be what it is today

In 1988, the association of British Car Clubs was formed to replace the Austin Motor Vehicle Club as coordinator of the annual All British Display Days and to encourage the preservation of motor vehicles made in the UK or in other countries by British manufacturers. The association brings together the clubs that encourage the preservation of particular marques.

British motorcars have an important place in motoring history. They covered the whole spectrum of motoring requirements, from minimum cost vehicles such as the Baby Austin to renowned luxury cars such as Rolls Royce.



The history of the British Motor Industry is one of acquisition, with manufacturers buying up other manufacturers as well as their supply chain. This process continues today and most of the original marques are now discontinued. Hence, many of the cars on display are now unique so the display offers a rare opportunity to see them. Many of the cars are maintained in superb condition.

Their preservation is a labour of love. These motor vehicles are a triumph of engineering and ingenuity and hold tremendous fascination for many people. We hope that you will enjoy inspecting the cars and fellowship with their owners.



Ten British Car Brands... and Who Owns Them

Author: Jay Gohil British Car Brands



Famous British car brands roll off the tongue almost as easily as famous British bands or authors, but in reality it's been decades since any of these brands wasn't owned by one of the global automotive giants. However, many of the cars retain their British identity and make use of the wealth of design and manufacturing expertise that still thrives in the UK. Here we look at ten 'British' brands and who actually owns them.

1. Aston Martin (Ford, USA. Investment Dar, Kuwait. Investindustrial, Italy.)

Aston Martin has changed hands relatively frequently, from the mid-90s until 2007 it was a subsidiary of Ford, before being taken over by a consortium led by [Prodrive](#) and made up of private American and Kuwaiti finance. In 2012 Italian equity fund Invesindustrial bought just over a third of the company.

2. Bentley (Volkswagen, Germany)

Bentley was purchased by Rolls-Royce as far back as 1931, but it wasn't until 1997 that BMW and [Volkswagen](#) battled it out to buy the Crewe-based Bentley brand.

3. Jaguar (Tata, India)

Jaguar was part of British Leyland until its privatisation in 1984. It was part of Ford's Premier Automotive Group from 1990 until 2008, before being sold on to India's [Tata Motors](#).

4. Land Rover (Tata, India)

Land Rover was purchased by Tata as part of the same deal to buy Jaguar from Ford in 2008, the total value, along with several other brands was £1.7billion.

5. Lotus (Proton, Malaysia)

The Lotus brand of sports and racing cars was purchased by General Motors in 1986, following years of financial trouble. After passing through the hands of Italian businessman Romano Artioli, it was bought by Malaysian car company [Proton](#) in 1996.

6. MG (SAIC, China)

After the collapse of MG Rover in 2005, the Rover brand disappeared, but the more valuable MG name was purchased and saved by Chinese company [SAIC](#) who now manufacture cars in the MG Rover Longbridge plant under the 'MG Motor' brand.

7. Mini (BMW, Germany)

BMW picked off the Mini brand in 2000 as the Rover group was stripped of its more valuable brands before finally going under in 2005. BMW had owned the Rover Group overall since 1994.

8. Morgan (Morgan, UK)

In their own words – *"The last remaining FAMILY OWNED, independent, innovative British motor manufacturer."* The company was founded in 1910 and produces several hundred [hand-assembled prestige cars](#) each year.

9. Rolls-Royce (BMW, Germany)

Bentley and Rolls-Royce were sold to Volkswagen in 1998, however the rights to sell cars under the Rolls-Royce brand went to BMW. This was as a result of the brand name being owned by Rolls-Royce PLC, not Rolls-Royce Motors. In 2002 BMW took over the remaining assets and moved production to Goodwood.

10. Vauxhall (GM, USA)

The Vauxhall brand was purchased way back in 1925 by General Motors who reshaped the company in line with their global product. Despite financial difficulties in the late 2000s GM gave a boost to the Vauxhall brand and British manufacturing by moving the production of the Astra to the UK.

Famous Jags

Jaguars in Hollywood Films

Chris Pannia

Acknowledgement to Stirling Matheson

Here is a list of 25 Hollywood films with Jaguars – somewhat more exhaustive than the six listed in the April NJ and only a few repeats. Click the image to get the link and have a look!

Introduction



The Jaguar can give a movie a European upper crust appeal, as in *Cruel Intentions*. Or it can blow you away, as in *Die Another Day*. No matter the application, you'll take notice when this sleek ride rolls onto the screen. Check out *The 25 Best Movie Jaguars*.



25. 1958 Special Roadracer (1959)



24. 1986 XJ12
Shaun of the Dead (2004)



23. 1999 S-Type
Pay It Forward (2000)



22. 2002 XKR
Die Another Day (2002)



21. 1997 XK8
Memento (2000)



20. 2003 XJ-S
Love Actually (2003)



19. 1987 XJ-S
Speed (1994)



18. 1965 E-Type
Car Trouble (1985)



17. XK-S
Hard Target (1993)
2008 XKR - *Incendiary* (2008)



16. 2008 XKR
Incendiary (2008)



15. 1953 XK 120
The Deer Hunter (1978)



10. 1962 Mk. II
Mona Lisa (1986)



5. 1989 XJ-S
Death Race 2 (2010)



14. 1955 XK 140
Money Talks (1997)



9. 1971 XK-E Hearse
Harold and Maude (1971)



4. 1967 XK-E
Straw Dogs (2011)



13. Series 3 XJ
Underworld (2003)



8. 1971 XK-E
Fun With Dick and Jane (1977)



3. 1960 Mk. II
Mr. Wrong (1984)



12. 1994 XJ220
Gone in 60 Seconds (2000)
POST CONTINUES BELOW



7. 1964 XK-E
The Love Bug (1968)



2. 2001 XK8
Austin Powers in Goldmember
(2002)



11. 1956 XK 140
Cruel Intentions (1999)



6. 1961 E-Type
The Italian Job (1969)



1. 1961 E-Type
Film: Austin Powers:
International Man of Mystery
(1997)

The Jaguar Mark X (Mark ten), later renamed the Jaguar 420G, was Jaguar's top-of-the-range saloon car for a decade, from 1961 to 1970. The large, luxurious Mark X succeeded the Mark IX as the company's top saloon model, and was primarily aimed at the US market. The company hoped to appeal to heads of state, diplomats and film stars.

Introduced in the same year as Jaguar's iconic E-Type, the Mark X impressed with its technical specification and innovations. Contrary to its predecessors, the car featured integrated, unitary bodywork – the largest in the UK at the time, as well as independent rear suspension, unheard for early 1960s British luxury cars. Combined with the 3.8-litre, triple carburettor engine as fitted to the E-type, it gave Jaguar's flagship a top speed of 120 mph (193 km/h) and capable handling at less than half the price of the contemporary Rolls-Royce Silver Cloud.



Despite press acclaim from both sides of the Atlantic, the Mark X never achieved its sales targets. When Jaguar decided to replace its entire saloon range with a single new model, the resulting XJ6 of 1968 used the Mark X as a template – albeit with a reduced size. Jaguar didn't build another car as large as the Mark X / 420G for the rest of the century, until the LWB version of the 2003–2009 Jaguar XJ (X350).

In 1961 the Mark X introduced a new upright, and slightly forward-leaning nose design for Jaguar saloons, with four headlamps set into rounded front fenders (derived from Daimler DK400), and a vaned grill. This front-end style reappeared on many of the manufacturer's successive saloons, up to and including the X-Type and third generation Jaguar XJ, both through 2009 — thereby forging Jaguar saloons' look for almost half a century. In 2008 Jalopnik called the quad round headlight design the classiest headlight configuration, and the fourth-best car design element of all time, mentioning Jaguar specifically.

Instead of relying on body-on-frame construction, like its predecessors and most of its competitors, the Mark X received a unitary body-shell, codenamed "Zenith" during its development. Its floorpan remained in production in elongated form, long after Mark X production ended, forming the basis of the Daimler DS420 Limousine until 1992. But at the same time, the interior was Jaguar's last to feature abundant standard woodwork, including the dashboard, escutcheons, window trim, a pair of large bookmatched fold out rear picnic tables, and a front seat pull-out picnic table stowed beneath the instrument cluster. Later, air conditioning and a sound-proof glass division between the front and rear seats were added as options. The substantial doors required helical torsion springs inside the door pillars to enable them to be opened from the inside with an acceptably low level of effort.

From its introduction in mid-October 1961 until the arrival in 1992 of the low-slung XJ220, the Mark X stood as one of the widest production Jaguars ever built. Asked in 1972 if he thought the Mark X had grown rather too large, Jaguar chairman William Lyons, agreed that it "definitely" had: he opined that the then recently introduced and notably more compact Jaguar XJ6 was, by contrast an "ideal size".

The Mark X was the first Jaguar saloon to feature independent rear suspension. It differed from earlier large Jaguar saloons in having 14" wheels instead of the more common 15". It used a wider-track version of Jaguar's IRS unit first seen on the E Type, which was subsequently used on Jaguar vehicles until XJ-S production ended in 1996. The front suspension used double wishbones with coil springs and telescopic dampers.

Power initially came from the E-type's version of Jaguar's 3781 cc XK in-line six-cylinder engine, developing either 250 bhp (186 kW) or 265 bhp (198 kW), depending on compression ratio. A 9:1 compression ratio was standard, but an alternative 8:1 compression ratio was available as an option. For the London Motor Show in October 1964 the enlarged 4,235 cc unit took over, although the 3.8-litre unit could still be specified until October 1965. Triple SU carburettors were fitted, fed from an AC Delco air filter mounted ahead of the right hand front wheel. Transmission options were manual, manual with overdrive, or automatic. The arrival of the 4.2-litre power unit coincided with the introduction of a newly developed all-synchromesh four-speed gear box, replacing the venerable box inherited by the 3.8-litre Mark X from the Mark IX, which had featured synchromesh only on the top three ratios. Many domestic market cars and almost all cars destined for the important North American markets left the factory with a Borg Warner automatic gear-box. The 4.2-litre engine's introduction was also marked by a transmission upgrade for buyers of the automatic cars, who saw the Borg Warner transmission system switched from a DG to a Type 8 unit. The power train was completed by a Thornton Powr-Lok limited-slip differential. Stopping power for this heavy car came from power-assisted disc-brakes on all four wheels. Power-assisted steering was standard, the later 4.2 cars receiving Marles Varamatic Bendix (Adwest) variable ratio steering boxes, designed by an Australian, Arthur Bishop.

For the London Motor Show in October 1966 the Mark X was renamed the Jaguar 420G (not to be confused with the smaller Jaguar 420). The 420G was distinct from the Mark X only with the addition of a vertical central bar splitting the grille in two, side indicator repeaters on the front wings, and a chrome strip along the wing and door panels (two tone paint schemes were also available with the chrome strip omitted).

Interior changes included perforations in the central sections of the leather seats, padded dashboard sections for safety, moving the clock to a central position, and the introduction of air conditioning as an option. A limousine body was available on the standard wheelbase. A glass-topped partition and front bench seat replaced the separate chairs of standard cars. Despite running for the same length of time as the Mark X (five years) the 420G sold in less than a third of the numbers. This lack of popularity and the increasing production of the smaller XJ6 resulted in the 420G being run out of production in 1970.

In 1968 British Leyland ended production of the Daimler limousine DR450 and the Vanden Plas Princess and chose to replace them by offering a 141 in (3,600 mm) extra-long wheelbase 420G with an eight-seater Hooper-Empress-shaped but still monocoque body made by Vanden Plas. Aside from the shape of the rear part of the coachwork there was no link with Daimler cars made before Daimler became a subsidiary. British Leyland's "Daimler DS420" was announced in June 1968. Taller than the 420G the new car was nearly nineteen feet long and six feet six inches wide with "majestic proportions". The rear compartment carried six people in comfort on the rear seats and three fold-away occasional seats. Sir William Lyons pointed out it was less than half the price of any of its competitors. The 420G wheelbase was extended by 21", with the mechanical underpinnings of the car being subtly reconfigured. This eight-seater car was built until 1992 and used by many countries in official capacities.



A year after the Mark Ten's launch, popular toy car maker Corgi Toys released their #238 scale model of it, to great popularity. From 1962 to 1967, over 1.1 million were sold, and hardly any other Corgi model was released in as many colours. In November 1978 the Australian hard rock band Rose Tattoo released its first, self-titled album. The album featured a song entitled 'Astra Wally' written by band members Peter Wells and Gary 'Angry' Anderson and dealing with the misadventures of a heroin dealer. The lyrics include a reference to Wally getting 'around in a Jag Mark 10'. There's also a reference in the song "5.15 AM" by the British singer Mark Knopfler from his 2004 album "Shangri-La"; the line says "Then beneath the bridge, he comes to a giant car, a shroud of snow upon the roof: a Mark X Jaguar".

JAGUAR CAR CLUB of NORTH QUEENSLAND (Inc.)



1950 Jaguar Mark V 3.5L



Vehicle Details

Vehicle	1950 Jaguar Mark V 3.5L
Owners	Travis and Lynette SMITH
Colour	Old English White
Body	Full-size luxury 4-door sedan
Engine	6 Cylinder 3.5L
Registration Plate	1PMR1
Body/Chassis Material	Steel on box-section frame

Engine

Engine Size	212.7 cu in / 3485 cc
Engine Configuration / Cylinders	Spark-ignition 4-stroke In-line 6
Engine Type	Pushrod Overhead Valve
Bore / Stroke	3.2 in / 82 mm , 4.3 in / 110 mm
Compression ratio	6.75:1
Power	125 bhp / 92 kW @ 4500 RPM
Torque	180lb-ft / 244Nm @ 2300 RPM
Power to Weight Ratio	21 watt/lb / 47 watt/kg
Acceleration 0-60mph/0-100km/h	15.1 s / 16.2 s
Maximum Speed	90.7 mph / 146.0 km/h

Transmission

Drive	Rear Wheel Drive
Gears / Type / Ratio	4-speed / Manual / 4.3

Fuel

Fuel Type / RON Octane rating	Petrol Premium ULP
Fuel Capacity	14.1 imp. gal / 64 L
Fuel Delivery/Method	2 natural aspirated carburetors
Fuel Consumption Average	17.4 L/100 km
Fuel Ex-urban/City/Highway	14.3 / 18.5 / 20.7 L/100km
Range Ex-urban/City/Hway/Aver.	375/290/260/367 km

Dimensions & Weights

Length/Width	4763 / 1765 (mm)
Height/Wheelbase	1588 / 3048 (mm)
Track Front/Rear	1422 / 1461 (mm)
Kerb Weight	1750 (kg)
Dry Weight	1676 (kg)

Wheels & Tyres

Rim Material/ Description	Steel Discs
Tyre Size	16 in. 410 mm / 185 SR 16

Comments:

The Jaguar Mark V was built in Coventry England from 1948 to 1951 and was one of Britain's first new post-war cars. Styling of the car followed pre-war SS-Jaguar lines with upright chrome grille and the leaping Jaguar radiator cap mascot. With unostentatious looks, in outline halfway between the old and new, the 3.5 Litre was a high powered derivative of the pre-war Mark IV but one that transformed it into a swift sporting saloon, setting the pattern for Jaguars to follow.

Mark V was the first Jaguar with independent torsion-bar suspension, hydraulic brakes, fender skirts, both Right Hand and Left Hand Drive configurations and an all-new chassis that was the most rigid in the industry. The rear of the chassis swept over the rear axle to provide greater movement for improved comfort. An all pressed steel body, the DHC still had wood framing in the doors. While the XK120 had a new overhead-camshaft XK engine, the Mark V retained the overhead-valve pushrod straight-6 engines and the four-speed single-helical gearbox. Launched at the same time, the Mark V vastly outsold the XK120!

Like all such Jaguars, they were fast for their period. The steering was light at all speeds and free from road reaction, the new suspension showed great merit in comfort and stability. With its rugged simplicity, upmarket styling trimmed with lots of real wood cappings and plush leather upholstery, 90mph top speed, the pace-setting 125bhp Mark V was a highly desirable car, now a sought after and collectable classic.



JAGUAR CAR CLUB of NORTH QUEENSLAND (Inc.)



1950 Jaguar Mark V 3.5L



Vehicle Details

Vehicle	1950 Jaguar Mark V 3.5L
Owners	Travis and Lynette SMITH
Colour	Old English White
Body	Full-size luxury 4-door sedan
Engine	6 Cylinder 3.5L
Registration Plate	2PMR2
Body/Chassis Material	Steel on box-section frame

Engine

Engine Size	212.7 cu in / 3485 cc
Engine Configuration / Cylinders	Spark-ignition 4-stroke In-line 6
Engine Type	Pushrod Overhead Valve
Bore / Stroke	3.2 in / 82 mm , 4.3 in / 110 mm
Compression ratio	6.75:1
Power	125 bhp / 92 kW @ 4500 RPM
Torque	180lb-ft / 244Nm @ 2300 RPM
Power to Weight Ratio	21 watt/lb / 47 watt/kg
Acceleration 0-60mph/0-100km/h	15.1 s / 16.2 s
Maximum Speed	90.7 mph / 146.0 km/h

Transmission

Drive	Rear Wheel Drive
Gears / Type / Ratio	4-speed / Manual / 4.3

Fuel

Fuel Type / RON Octane rating	Petrol Premium ULP
Fuel Capacity	14.1 imp. gal / 64 L
Fuel Delivery/Method	2 natural aspirated carburetors
Fuel Consumption Average	17.4 L/100 km
Fuel Ex-urban/City/Highway	14.3 / 18.5 / 20.7 L/100km
Range Ex-urban/City/Hway/Aver.	375/290/260/367 km

Dimensions & Weights

Length/Width	4763 / 1765 (mm)
Height/Wheelbase	1588 / 3048 (mm)
Track Front/Rear	1422 / 1461 (mm)
Kerb Weight	1750 (kg)
Dry Weight	1676 (kg)

Wheels & Tyres

Rim Material/ Description	Steel Discs
Tyre Size	16 in. 410 mm / 185 SR 16

Comments:

The Jaguar Mark V was built in Coventry England from 1948 to 1951 and was one of Britain's first new post-war cars. Styling of the car followed pre-war SS-Jaguar lines with upright chrome grille and the leaping Jaguar radiator cap mascot. With unostentatious looks, in outline halfway between the old and new, the 3.5 Litre was a high powered derivative of the pre-war Mark IV but one that transformed it into a swift sporting saloon, setting the pattern for Jaguars to follow.

Mark V was the first Jaguar with independent torsion-bar suspension, hydraulic brakes, fender skirts, both Right Hand and Left Hand Drive configurations and an all-new chassis that was the most rigid in the industry. The rear of the chassis swept over the rear axle to provide greater movement for improved comfort. An all pressed steel body, the DHC still had wood framing in the doors. While the XK120 had a new overhead-camshaft XK engine, the Mark V retained the overhead-valve pushrod straight-6 engines and the four-speed single-helical gearbox. Launched at the same time, the Mark V vastly outsold the XK120!

Like all such Jaguars, they were fast for their period. The steering was light at all speeds and free from road reaction, the new suspension showed great merit in comfort and stability. With its rugged simplicity, upmarket styling trimmed with lots of real wood cappings and plush leather upholstery, 90mph top speed, the pace-setting 125bhp Mark V was a highly desirable car, now a sought after and collectable classic.



JAGUAR CAR CLUB of NORTH QUEENSLAND (Inc.)



2002 Jaguar X-Type 2.1L V6



Vehicle Details

Vehicle	2002 Jaguar X-Type 2.1L V6
Owner	Joanne FELTHAM
Colour	British Racing Green
Body	4-door 5 Seater Sedan
Engine	2.1L AJ20 V6 Petrol
Registration Plate	277-GXH

Engine

Engine Size	2.1 L (2099 cc)
Engine Configuration	Transverse DOHC V6
Engine Bore / Stroke	81.6mm / 66.8 mm
Compression ratio	10.75:1
Power	117kW @ 4000rpm 156 (bhp)
Torque	200Nm @ 4100rpm
Acceleration 0-100km/h	10.8 (s)
Maximum Speed	205 (km/h)

Transmission

Drive	Front Wheel Drive
Gears / Type	5 Speed Automatic

Fuel

Fuel Type	Petrol Premium ULP
Fuel Capacity/ Driving Range Av.	61.0 (L) / 610 (km)
Fuel Delivery / Method	Multi-point Injection
Fuel Economy Urban/Ex-Urb./Av.	14.3/7.4/10.0 (L/100km)
CO2 Emission Combined	219 (g/km)

Wheels & Tyres

Rim Material / Description	Alloy / 16in.
Tyre Size	205 / 55 R16

Dimensions & Weights

Length / Width	4672 / 1789 (mm)
Height / Wheelbase	1430 / 2710 (mm)
Track Front/Rear	1522 / 1537 (mm)
Kerb Weight	1450 (kg)
Max. Weight / Payload volume (Min.)	1940 (kg) / 452 (L)

Comments:

The Jaguar X-Type is an all-wheel/front-wheel drive car manufactured from 2001 to 2009 during ownership by Ford. It marked Jaguar's entry into the critical compact executive market segment, aimed to double worldwide sales. It introduced Jaguars first diesel and 4-cylinder engine and front-wheel drive cars. The X-Type was Jaguar's secret weapon built to take on the BMW 3-Series and Mercedes Benz C-Class.

Thanks to a desire to attract first-time buyers, Jaguar first went front-wheel-drive. But the Ford Mondeo was also front-wheel-drive. So was the X-Type 2.1L a "real" Jaguar? The answer is yes, because while the front-drive platform imposes its own character, everything else that makes a Jaguar is still there. The X Type has a highly specialized Ford AJ-V6 engine redesigned using variable valve timing, aluminium block, DOHC cylinder heads with 4 valves per cylinder, one piece camshaft, SFI fuel injection, fracture split forged powder metal connecting rods, and direct acting mechanical bucket tappets. With 117 kW power and 200 Nm torque, it gave the BMW 318i a terrible time in a straight line! At launch, Autocar called the X-Type "the most important Jaguar ever."

It has the full Jaguar treatment - leather seats, plenty of woodgrain trim and a level of kit commensurate with its price-tag. All 2.1L models were equipped with powered driver's seat, air-conditioning, remote locking, alloy wheels and full cabin electrics. Safety was addressed by front, side and curtain airbags, anti-lock brakes, brake-force distribution and traction control. The X Type captured the Jaguar spirit with its ability to ride well while still feeling taut, a successful dynamic repertoire. Combine that with less body roll than you might expect from something so plush and you have the makings of a very good touring car.





Technical Matters



Bonnet release issues Jaguar XJ8 1998-2003 millwind@bigpond.net.au Nigel Miller

At last month's members' meeting an appeal went out from Richard Sweeney for help with his XJ8. His bonnet will not release on one side so he can't get into the engine bay, and this has been the case for some time now – I won't say how long, it could be embarrassing!

Bonnet release issues on these models are not uncommon, so I thought the following "procedure" would help. Please note though – while it could apply generally to many Jag models with forward-opening bonnets, this procedure is specifically for the XJ8 1998-2003.

BONNET LATCH PROCEDURE JAGUAR XJ8 1998 – 2003.

This document only provides a procedure to manually activate the Bonnet Latches if the interior bonnet lever does not allow the bonnet of the vehicle to pop up on the rear corners of the bonnet.

DO NOT CLOSE THE BONNET UNTIL PROPER OPERATION IS VERIFIED

This procedure does not cover integrity of the interior bonnet lever, condition of the driver side or passengers cables, and the latch mechanisms. After the bonnet is opened inspect the cable connection to the bonnet latch mechanism to ensure the end of the cable is properly attached to the latch trigger. Be sure to observe that each latch is operating properly each time the interior bonnet lever is pulled and released.

Several situations can exist:

1. Driver and passenger Bonnet Latches will not open. (This could also be a problem with the inside Bonnet Lever or cable connection)
2. Driver side Bonnet Latch will not open but Passenger side operates.
3. Passenger side Bonnet Latch will not open but Drivers side operates.

Always have the interior Bonnet Lever pulled out when using the procedures outlined. The pressure from the side that is operating properly will generally assist in releasing the stuck latch once you trip the stuck latch.

1. To manually open the Driver side Bonnet Latch: If both latches are stuck always open the driver side first.
 - a. Remove the Driver side wheel
 - b. Remove the "push in" fasteners for the plastic wheel well shield
 - c. As a reference locate the fastener hole that is about at 1 O'Clock
 - d. Measure about 1 ¾" from this fastener toward the rear of the wheel well
 - e. Drill a hole ½" - ¾" hole (The metal is thin so do not put a lot of pressure as you drill)
 - f. Use a rigid tool with about a 5" reach and no more than 5/16" diameter (a screw driver or metal rod)
 - g. Keep the tool used about parallel with the ground / upper wing edge and probe with the tool pushing toward the windshield until you feel something move a little. Then Push, it should move about ½ inch may be more
 - h. The Driver side should pop up
2. To manually open the Passenger side Bonnet Latch: If both latches are stuck always open the driver side first.
 - a. Disconnect the Negative Terminal / Ground on your battery (you will be drilling in proximity of the front 12V connection and the ECM/Electronic modules)
 - b. Remove the Passenger side wheel
 - c. Remove the "push in" fasteners for the plastic wheel well shield
 - d. As a reference locate the Fastener hole that is about at 11 O'Clock
 - e. Measure about 1¾" from this fastener toward the rear of the wheel well
 - f. Drill a hole ½" - ¾" hole (The metal is thin so do not put a lot of pressure as you drill)
 - g. Use a rigid tool with about a 5" reach and no more than 5/16" diameter (a screw driver or metal rod)
 - h. Keep the tool used about parallel with the ground / upper fender edge and probe with the tool pushing toward the windshield until you feel something move a little. Then push, it should move about ½" may be more.
 - i. The Passenger side should pop up
3. Fill the resulting holes using a suitable blanking grommet.

There are a few videos on YouTube that may also be of assistance. Here are 3 that should help

- 1) <https://www.youtube.com/watch?v=t0VI7ngiEyU>
- 2) <https://www.youtube.com/watch?v=cwBobkvliMI>
- 3) <https://www.youtube.com/watch?v=cwBobkvliMI>



Prince Caspian – 1965 Mark X 4.2



I've concentrated my recent efforts on the right-hand side of the engine, removing most of the components there, some for refurbishment and others simply for cleaning. Most of the removed parts have now been cleaned, polished, painted etc. My fingers ache and I've gotten through several kilos of cloths and polish and petrol (I use petrol as a degreaser – always have and see no reason to change!!).

All this cleaning and fettling makes me realise how much work is involved in doing a job properly. Whenever something is fixed on one of my cars, I want it not only to work well, but also to look as if it's received some attention. What we used to call "cosmetic engineering". This of course takes time, maybe yours or mine, but also that of the artisan or craftsman to whom you entrust your car. Once you find that elusive person, don't quibble about the price quoted. You get what you pay for!!

Whoops, I've just fallen off my soapbox!



I won't be taking out the starter motor and solenoid – I must stop somewhere if I'm to achieve my deadline of All British Day. Neither will I paint up the engine bay itself, but I still have to remove the engine mounting brackets, then I can start on the really exciting part – reassembly! I'm toying with the idea of fitting electronic ignition to get rid of those annoying contact points. Haven't ordered them yet though.....

The parts ready for re-installation are piling up. All 3 carburettors have been dismantled, cleaned, polished and serviced. Wow! What a job..... I'm really pleased that's done with now. All I have to look forward to is re-fitting them. Removing them was quite a challenge as access to all the nuts required hands much smaller and more dextrous than mine. Could take a while!



My polishing arm has been working overtime. On the left is the oil breather assembly, and on the right the air intake manifold. Not perfect, but should look good.....





Brake pedal box, waiting to be reunited with the booster and master cylinder.



Power steering pump, new seals and hoses.



Pedal box, booster and master cylinder all together, waiting for re-introduction to the engine bay.

I'm converting the oil filter housing to accept spin-on filters. Unfortunately the wrong kit was supplied so I'm waiting for the correct threaded adapter.

Hopefully, by next month I'll be able to include some info and photos of successful reassembly and testing!! Ever the optimist.....

Georgie – 1989 XJS V12 coupé



OVERHEATING IS THE NO.1 ENEMY OF THE JAG V12 ENGINE.

Last month I recounted the problems I've been having with the auxiliary fan circuit and operation. I've really been working quite hard on fixing this, but admit to being completely stumped – just about every single item in the system seems to work, but the fan will just not operate under working conditions – I've even recruited the services of Jag expert Chris Chapman, who admits to being equally puzzled as to why it won't work under normal operating conditions.

- Bridged the fuel sensor with ignition off – the fan does not engage, but then engages with ignition on. This shows that the fan motor is ok and the fuse is good.
- Turn ignition off with the fuel sensor bridged and the fan running – the fan continues to run, indicating that the diode pack is operating correctly.
- Bench-tested the old sensor (rated at 85°C) – it is faulty. Replaced with a new one sourced from UK.
- Removed the relay – all ok, and applied direct voltage to the fan feed – fan engages so wiring is ok.
- Bench-tested the relay – all ok.

So, where do I go from here? I did not bench-test the new sensor before installing it, and cannot confirm that it's either working or rated at 85°C. I want to avoid removing the new sensor to bench-test it because I will lose all my coolant. This will be a last resort.

Could I have improved the cooling system so much (or rather brought it back up to spec – I've modified nothing, just serviced it as discussed in previous Jag Central articles) that engine temp does not rise above the 85°C required to activate the sensor?

The dashboard barrel temp gauge on the XJS is notoriously inaccurate so I've borrowed a laser temp gun (the tool register is worth it's weight in gold) which should help point me in the right direction, so I hope to be able to report successful resolution of this problem by next month.....

Next month I'll describe the method I used to bench-test the auxiliary fan relay – in the TECHNICAL MATTERS section.



The Purrly Queen – 1965 3.4S

A short window of opportunity opened up at Macca's just before Easter so Her Majesty went in to have a few paint chips repaired – caused by me trying to refit the heavy doors to the body on my own a couple of months ago. At the same time the cracked rear window was replaced with a new rubber, and the doors fine-tuned so they close and shut as smoothly as they should. I'm super happy with the result! She now truly looks the part.

Ray Ryan tells me she's running rich because she smells of unburned fuel from behind. I have a set of reconditioned carbies waiting to be fitted – just waiting for the opportunity!

Not strictly technical but here some great images shared on our Facebook Page



by Paul Marsh [North Qld Trimming](#). There are hundreds of pictures of Jags here. Check this link: [Paul Marsh on Facebook](#) and feast your eyes on thousands of images Paul has shared of all brands. Thanks Paul, keep sharing those pics. Cheers Joe.



The Fifth Jaguar Victory in Seven Years
LE MANS
 24 HOUR GRAND PRIX D'ENDURANCE - 1957

1st JAGUAR
(Driven by: ROYAL ENFIELD, JAGUAR, and two others)

2nd JAGUAR
(Driven by: ROYAL ENFIELD, JAGUAR, and two others)

3rd JAGUAR
(Driven by: ROYAL ENFIELD, JAGUAR, and two others)

4th JAGUAR
(Driven by: ROYAL ENFIELD, JAGUAR, and two others)

6th JAGUAR
(Driven by: ROYAL ENFIELD, JAGUAR, and two others)

JAGUAR'S LE MANS RECORD
 1951...1st
 1952...1st 2nd 4th
 1954...2nd 4th
 1955...1st 3rd
 1956...1st 4th 6th
 1957...1st 2nd 3rd 4th 6th

5 JAGUARS STARTED . . . 5 JAGUARS FINISHED
 In a race where only 21 cars finished out of 54 starters
 Congratulations to Jaguar drivers on a superb victory with
RECORD DISTANCE . . . 2732 MILES
RECORD RACE SPEED 113.84 m.p.h.
Setting the new example for the 24 hour running





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 Registered - was \$8,000 now \$4,000!!!

Carmel advises very keen to sell before rego is due so this is a fantastic reduction! Car was displayed at the Jag Club Regis Aged Care visit last September and is a very attractive Jag.

Now also with all new tyres, registration to March

Comes with RWC 95,000km

Very Good Condition

Contact Carmel Plumb Mob 0409 582 850
Emerald St Kirwan Townsville



Jaguar XJ6 Series 2 - Kelso - Any Reasonable Offer Accepted

Unregistered, average condition, runs OK - just needs fuel and battery.
No photos.

Call Ray 0408 771 608

Black 2002 Jaguar X Type Sports Fi Sedan 5 Sp Auto V6 2495cc \$2000 as is

Has not been driven for 5 years Paintwork is damaged
Some minor damage to rear spoiler Has had full transmission upgrade
Phone Col 0438 288 896 for more details

2005 Jaguar XJ8 X350 Black, very good condition, 216,000 km **\$21,000**

4.2 L V8 6 speed automatic, drives beautifully, very good paint work, mechanically sound, always serviced.



Follow this link to the JCCNQ Website Car Display Sign page for all details jagncar.com Call Jim on 0448 569 191



CLUB MERCHANDISE FOR SALE



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



Keyring - \$5



Belt Buckle - \$40



Keyring - \$5



Belt \$20



Key Ring \$6



Badge \$5



Hoodie \$35



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

Stubby Cooler \$5



Leather Cap \$30



Our Club car badges are now available, at \$30 each. We only ordered 50 – and have already sold half of them! If you'd like to add one to your badge collection, either on your car or on display on your shed wall.

**Call Nigel on
0400 599 637**



All British Day 2019 Grille Badges will be available on Sunday 2nd June at \$10 each. Orders available by contacting:
**Jim 0400 700 579
Joe 0409 270 971**

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



CLASSIFIEDS



These classifieds are free to advertise.

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

WANTED TO BUY

XJ Series 2 or Series 3 windscreen wiper motor

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

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

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

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



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



Business Links and Recommendations



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

JAG Prestige Spares, Melbourne

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

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

Alternatively Email Phil Pietsch at phil@jagspares.biz

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

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

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



These businesses are recommended by Club Members



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