



NORTHERN JAGUAR MAGAZINE



1964 Daimler 2.5L V8 - Jeff HARRIS

2015 CAR OF THE YEAR

Sunday 22nd November 2015

NOVEMBER 2015 - EDITION

CALENDAR OF EVENTS 2016***

CLUB MEETINGS: Time: Dinner 6:00PM Meeting: 7.30PM on 1st Wednesday of each month except Jan and Dec.

Place: Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld 4810

***Program of events to be discussed at February meeting.

<u>FEBRUARY 2015</u> Wednesday 3rd	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld Local
<u>MARCH</u> Wednesday 2nd	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld Ingham day trip
<u>APRIL</u> Wednesday 1st	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld Jaguar National Rally Sunshine Coast Anzac Day Tablelands overnight
<u>MAY</u> Wednesday 6th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld Townsville Heritage Day
<u>JUNE</u> Wednesday 1 st Saturday 18th Sunday 19th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld ABD Dinner All British Day at Cathedral School(confirmed)
<u>JULY</u> Wednesday 6th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld Airlie Beach overnight
<u>AUGUST</u> Wednesday 3rd	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld Charters Towers day trip
<u>SEPTEMBER</u> Wednesday 7th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld Ayr day trip
<u>OCTOBER</u> Wednesday 5th Sunday 25th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld Local
<u>NOVEMBER</u> Wednesday 2nd	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld AGM Christmas Dinner

NOTES:

Emails: If you have an email address and can receive newsletters or if you change your email address please advise the Editor as emails save time and money.

Sunday Runs: These runs are now only held in Townsville if there is sufficient interest. If you are interested or driving through, give one of the Committee members a call to discuss.

CLUB CONTACT INFORMATION

Postal Address **PO Box 3830, HERMIT PARK, QLD 4812**

Web Page www.jagnq.com

MANAGEMENT COMMITTEE 2016

President

JOE PANNIA



email: joepannia@bigpond.com
Mob: 0409 270 971

Secretary

PHIL AGNEW



email: resval@iinet.inet.au

Treasurer

To be appointed
NIGEL MILLER (Interim)

Newsletter Editor

NIGEL MILLER



email: millwind@bigpond.net.au

Social Secretary

MORRIE DEMPSTER

email: morja@TPG.com.au

CLUB APPOINTMENTS

Regional Liaison FNQ **WENDY ANDERSON**

Merchandise **JIM BATEMAN**

Dating/Club Reg. **REG FELS**

Fundraising **PETER DIXON**

WELCOME TO THE NEW MANAGEMENT TEAM

Hello Members,

Our new management team was voted in at the AGM on Sunday 22nd November. It is certainly the end of an era with our inaugural President Reg and Secretary Jan taking a well-deserved break and stepping down after so many years.

I am honored to have been nominated and elected as your new President. I will definitely take this job very seriously and will do the very best I can to keep the show and our Jags on the road and running smoothly. We will try to reduce the administration of the club to a minimum and keep our members happy by concentrating on admiring, driving, maintaining and restoring our much-loved Jags. We will certainly keep many of our club's tradition going. I hope that you will support the club in 2016 and participate in our many activities.

At this stage we do not have a Treasurer. I trust that one of our true blue Jag lovers out there will rise to the occasion and take on the not so heavy burden of office and become our new Treasurer.

In the meantime have a very happy festive season and drive safely over the Christmas break. Hope to see lots of you at our February meeting.

Best Regards

Joe Pannia

P.S. We will let you know what is happening on Australia Day.

SOCIAL EVENTS

CHRISTMAS DINNER Saturday 21st November 2015 by Nigel Miller

This year, our Club Christmas Dinner was held at the Monte Carlo Motor Inn. We were asked to arrive for drinks at 6:00pm for dinner at 7:00, and the early birds congregated outside, close to the parked cars, where introductions were made where necessary. At around 6:15 we were given the all-clear to climb the stairs to our reception room for some drinks and snacks, to be greeted by an awesome and auspicious sight - a magnificent full and double rainbow neatly framing our dining area!!



We all soon got into the festive mood, and the noise levels were rising, when we were asked to take our seats at one of the 4 tables set to accommodate the 28 members who attended - including out-of-towners Wendy & David Anderson, Ian & Rita Belford and Jim Raw.

Of the "locals" who attended were Peter Dixon, fresh from his hospital bed and on a strict liquid diet! - and first-timers (new members) Nigel Miller, Travis and Lyn Smith, and Phil Agnew.



Blair, Phil and Margaret.



Jeff & Maggie, and Nigel. Phil's Powerpoint display is on in the background.



Keith & Judy and Peter. David & Wendy and Jim have their backs to the camera.

Phil produced an excellent Powerpoint display featuring Club activities during the year. Thanks Phil.

With the meal finished, we charged our glasses and settled down for the presentation of the Club trophies by our outgoing President Reg, which were as follows:

- 2015 Member of the Year: **JIM BATEMAN**
2015 Car of the Year: **JEFF HARRIS** and his magnificent red 1964 Daimler 2.5
"Bent Stem" Trophy: **IAN BELFORD**
Congratulations to our trophy winners - an excellent example to us all.

The presentations were followed by an entertaining "Secret Santa", arranged by Jan, and featuring gifts under \$8, beginning with the letter "U". This ended up being quite a challenge, and the gifts included a number of **U**-tencils, **U**-SB sticks, **U**-nsalted snacks etc. We all had great fun with this, and there wasn't an **U**-mbrella in sight - well done Jan.



Ian and Rita, proud recipients of **U**-nderwear. Ian, is yours **U**-nderwired??



Wendy received a **U**-nion Jack.



Morrie chose the largest box, only to find, under multiple wrappings, a tiny **U**-SB stick.

Proceedings came to a halt fairly early, around 10:00pm. Obviously everyone wanted to be bright-eyed and bushy-tailed for the breakfast and AGM the following morning!!

On behalf of all of us at the Club, thank you Jan and Reg for organising the dinner, and for decorating the dining room. And our thanks also go to the management and staff of the Monte Carlo for the catering, and for the table decorations.

Attendees: (28)

Wendy & David Anderson
Jim Raw
Morrie & Jane Dempster
Keith & Judy Metcalfe
Alan & Rosemary Bessell
Peter Dixon

Fred & Linda Nannestad
Jim & Rahayu Bateman
Jeff & Maggie Harris
Margaret Collins
Nigel Miller
Reg & Jan Fels

Phil Agnew
Blair Warry
Joe & Chris Pannia
Travis & Lyn Smith
Ian & Rita Belford

COMING EVENT



To be held 15th – 18th April 2016 at Sunshine Coast Caloundra.
Visit the JDCQ website for details.

It would be great to have some of our JCCNQ members participate in this major national event.

MEMBERS STORY

by Philip Agnew



ISSUE 1:

Let me introduce you to what is commonly called in our household, “The Beast”. The Beast is a 1985 XJ6 series 3 Jaguar. My wife who is more familiar with smaller cars could not get over the size of The Beast. The Beast arrived on our doorstep after some unusual circumstances. Let me explain as I am sure I have now titivated your curiosity. The story starts during the World War 2 when a young engineer by the name of Erle Hetherington served with the RAAF in numerous campaigns overseas including time in England. It was during this time that he developed a love for Jaguar cars and was fascinated by their unique engineering design. On his return to Australia after the war he decided he had to have a Jag. In fact that is all Erle had, Jaguars and Daimlers throughout his life which ended at the age of 98.

Erle lived in Cairns and in his later years, maintaining his beloved Jaguar became too difficult and so he had to find a mechanic. Erle became friendly with his mechanic Noel Brittain and they both shared a common interest. When Erle reluctantly handed in his driver’s license after failing on medical grounds, Noel would drive him around Cairns in the Jag, wherever he wanted to go. Their weekly visit to the snooker club was the major outing for the Jag. On Erle’s passing, he bequeathed the Jag, not to his family but to Noel. At this stage Noel was in his 70’s and had retired and sold his mechanical business. Noel is my father in-law and guess what. He didn’t want the Jag but was embarrassed to say no to Erle’s family.

So in November of 2012 The Beast arrived on the back of a tilt tray and was dropped off in my back yard. Fortunately I have plenty of room at my place so it was not a hindrance. It sat down the back for a few months until I got Reg to have a look at it and do a compression test on the engine to see if it was worth restoring. I really did not know what to do with it because I had been use to small four cylinder petrol cars such as the 1974 Mazda 929. Remember those? This Jag looked far too complicated for a Geologist.

The more I looked at The Beast the more I was besotted by its beauty. It was like a big buxom women with an infectious smile. Well not really but it is a beautiful car. My next thought was “I need to learn how this car works” if I am going to keep it. I have been encouraged by Reg who firmly believes that the challenge of a Jag “keeps your brain ticking over”, and I tend agree with him, even though it gives me a headache.

Well I assume you are all wondering what happens next? Well, you will all have to wait for issue 2 of “The Beast”.

Battling on with my 1965 4.2I Mark 10 (Caspian) - Part 7

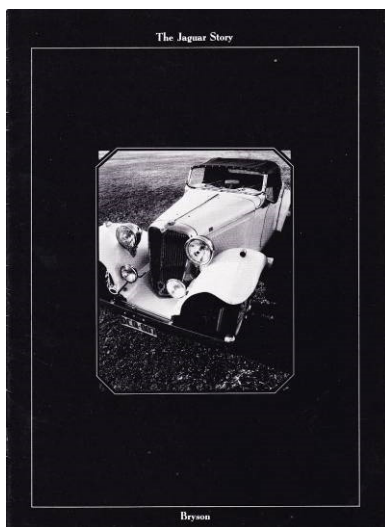
Monday, 23rd November 2015

First - some history:

The Jaguar Mark 10 4.2 saloon that was to be named "Prince Caspian" was produced by the factory on 5th November 1965, so it is now officially 50 years old! I've received a Production Record Trace Certificate from the Jaguar Heritage Trust that confirms the car still has all its original components - engine, gearbox etc. It was dispatched to Bryson Australia in Melbourne on 25th November 1965, but it seems the car hung around in their showrooms for a couple of years, and it was not registered to its first owner until 9th November 1967.

JAGUAR HERITAGE TRUST	
Production Record Trace Certificate number 43879	
Prepared for Nigel Miller	
We certify that the details given below are a true copy of an entry in the original factory records for the vehicle with the chassis number quoted:	
Make and model	Jaguar Mark X 4.2 litre
Body style	Saloon, right-hand drive
Date of manufacture	5 November 1965
Chassis number	1D 53065 BW
Engine number	7D 53251-8
Body number	4D 53475
Gearbox number	13526
Transmission	Automatic
Exterior paint colour	Warwick Grey
Interior trim colour	Maroon
Hood (soft top) colour	Not applicable
Original distributor	Bryson, Australia
Original dealer	Not recorded
Date of dispatch	25 November 1965
First owner	Not recorded
Registration mark	Not recorded
Remarks	-
This certificate was issued by the JDHT on 2 October 2015	
Mary O'Rourke - Jaguar Heritage Archive	
© Jaguar Land Rover Limited / Jaguar Daimler Heritage Trust 2015	

I wonder what Tony Ireland would have to say if his salesmen couldn't move one of his new cars for 23 months?



The distributing dealer, Bryson Industries Ltd, doesn't seem to exist any more. The owner Jack Bryson was reportedly a personal friend of Sir William Lyons, and his son Hugh (22) was killed in 1966 while driving/racing(?) a Mark II.

I imagine a fair number of the older Jaguars in our club will have been supplied through Brysons.

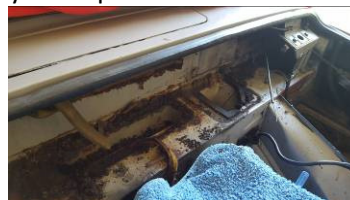
I managed to get, on e-Bay, this booklet published by Bryson, called "The Jaguar Story".

+++++

Now, back to my project..... Where was I? Oh yes:

Heater

The heater box has now been rebuilt and re-fitted to the bulkhead, after some serious cleaning! The insulating covers look their age and may need replacing soon, but where do you stop?



The finished heater box ready for re-fitting.

Just to remind you (and me!) what it looked like to start with.

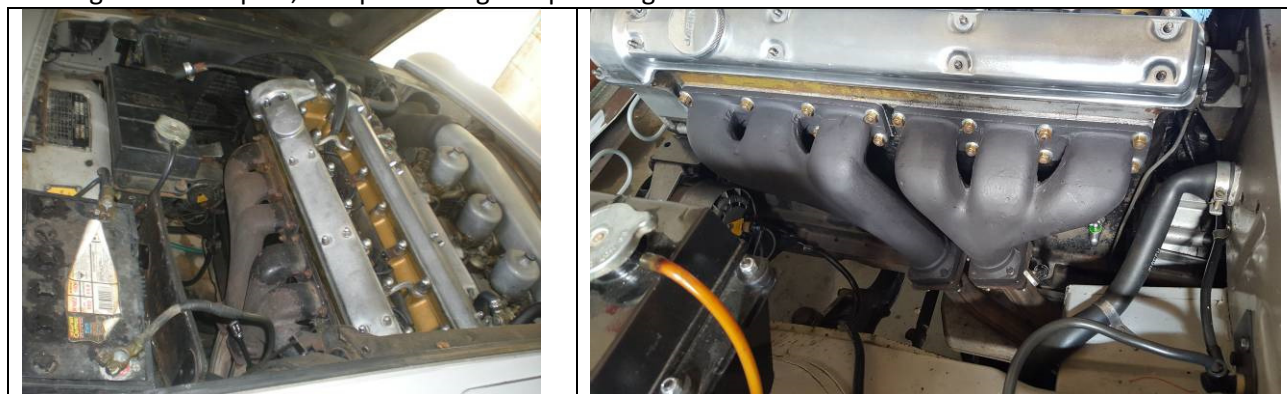
All this rust and muck proved to be from the box itself, and not in the bulkhead, which cleaned up well.



The finished heater assembly - waiting for the first snows in Townsville.....

Engine

Nothing much to report, except cleaning and polishing.



Manifolds, before.....

...and after welding, sandblasting and painting.

Bodywork

The rubber kit, or at least most of it, has arrived, but it took several emails to fully understand what had been sent, and where it goes. Nothing has been fitted yet, but I certainly need the windscreen and rear window replaced for the roadworthy. I've removed the rear window - fitting will wait until both can be fitted together.

All the road wheels have been removed, tyres jettisoned, rims straightened by Jordan at Mag-Medic, and sent to Zapps for powder-coating. Sourcing the correct whitewall tyre in 205 75R14 has been a mission, but with the help of Grant at Bob Jane T-Marts, I now have a choice of MAXXIS or BRIDGESTONE (for \$50 extra per tyre). Whichever one I choose - and I must control the expenses where possible - the new roadwheels will look magnificent.



The hubcaps and headlight surrounds have been re-chromed by Coffs Chroming. It was expensive - \$540 inc postage for 7 small items. For that price I would have expected perfection, which I didn't get; but the workmanship is certainly good/adequate. At these prices I don't think I'll be sending the bumper bars out any time soon!!

I took off the rear bumper for cleaning, and to remove the unsightly and very heavy towbar. The paintwork behind the bumper was quite shabby, but looked like new after some cutting and polishing.

Upholstery

The rear seats have now been finished, and look spectacular. They do not look "brand new" as they retain a delightful patina of age.

I've dismantled the leatherwork for the front seats to use the reject panes as templates for the new leather, vinyl and material pieces.

The back seats have been repaired "sensitively". "Caspian" should not masquerade as a new car, but rather will gracefully show his age.



Rear suspension (IRS)

The IRS sub-frame has been removed, but not without some drama. The exhaust system has been welded together rather than using clamps, so separating it required some cutting.

The whole IRS unit is very dirty, and will require severe cleaning and dismantling before any rebuilding can take place. When I looked at the unit, I couldn't help but think "Nigel, you fool!! What have you done?....."



Jaguar allowed 45 minutes for removal of the IRS sub-frame. It took me the better part of 2 days to get to this stage!!!

The unit is very heavy, and manoeuvring it around the limited space in my shed is a challenge.

The brake calipers and rotors have been removed and sent out to Brakeforce for reconditioning.



I can see a wire brush and breathing mask in my future.....

Have a great Christmas and New Year, and make sure you leave time to enjoy your Jags!

Whitley, Coventry - 30 October, 2015: The Jaguar E-type has added yet another award to its enviable roll of honour after being voted as Best British Car Ever in a worldwide poll run by the inaugural Classic & Sportscar - The London Show, running from 30 October to 1 November at Alexandra Palace.

With thousands of votes cast, the E-type garnered the most votes of the shortlisted cars that also included the McLaren F1, Mini, Bentley Speed Six, Rolls-Royce Silver Ghost plus other British icons such as the original Range Rover and Jaguar's own XKSS.

John Edwards, Managing Director, Jaguar Land Rover Special Operations, said: *"This a fantastic accolade for one of Jaguar's most recognisable models ever built. The Jaguar Heritage business aims to support loyal and passionate customers so that models such as the E-type can continue to be maintained and enjoyed across the generations. The fact that it has captured the most votes in a global public vote is a testament to its status as one of the world's most iconic sportscars and now, officially, as the Best British Car Ever."*

James Elliott, Classic & Sports Car magazine group editor, said: "The E-type has it all, looks to stop traffic even today and a driving experience that has stood the test of time. More importantly than that, though, was that at the time you could not have bought more style and performance for the price. It is a car that seduces young and old and is a very worthy winner and rightly the Best British Car Ever."

Jaguar originally intended it to compete exclusively as a racecar, however, it quickly developed into a road-going grand tourer and sportscar with an open two-seater or fixed-head coupe available.

The car was officially unveiled at the 1961 Geneva Motor Show and was an instant hit. One of the display cars featuring on the showstand in 1961 was an open-top version of the iconic sportscar - 77 RW -- which was driven almost non-stop from Coventry to Geneva by Jaguar's legendary test driver, Norman Dewis OBE nearly 55 years ago. Such was the E-type's popularity it attracted many well-known celebrity and VIP owners such as Steve McQueen, George Best, Sir Jackie Stewart, Brigitte Bardot and Frank Sinatra. Visitors to the Classic & Sportscar - The London Show will have the opportunity to get up close to this very same car, plus also listen in on interesting insights from Norman Dewis OBE who is confirmed for the Interview Stage.

(London, 7 October 2015): The Jaguar XF and XJ have beaten formidable competition to be named Best Used Executive Car and Best Used Luxury Car at the Auto Express Used Car Awards 2015. Both cars continue to win awards years after they first went on sale, praised by Auto Express for their quality, style and luxury.

In the Used Executive Car category, the XF beat the BMW 5 Series to take the win as Auto Express said: *"With air vents that rotate out of the dash and a gear selector that rises from the centre console, the XF feels special from the moment you climb inside. The cabin proves that this big saloon boasts plenty of style, but it's not short of substance, either."*

Part of the XF's success in the awards is down to the enthusiasm of its owners. It was named Car of the Decade by Auto Express in 2011 as the most highly rated car of the last 10 years in the publication's annual owner satisfaction survey, Driver Power. In 2015, and with an all-new XF just around the corner, it still ranked 23rd for owner satisfaction.

In the Used Luxury Car category, the Jaguar XJ took the top spot, beating the Bentley Continental Flying Spur. Auto Express said: *"In 2015, there is no better [luxury] second-hand choice than the Jaguar XJ". Again, it was Jaguar owners that helped cement the XJ's victory, having rated it as the best executive car in Auto Express' 2015 Driver Power owner satisfaction survey.*

Steve Fowler, Editor-in-Chief of Auto Express and Carbuyer said: *"The Jaguar XF and XJ were excellent cars when they launched, and the fact that owners are so happy with them all these years and miles later just speaks volumes about their quality. That's why we felt both of these cars really deserved to be applauded in our Used Car Awards; a good XF for under £10,000 and an XJ for less than £20,000 will definitely be enough to make some people think twice about their next car."*

Awards:

- Jaguar XF wins Best Used Executive Car, while XJ is awarded Best Used Luxury Car in the Auto Express Used Car Awards 2015
- The XF won its category ahead of the BMW 5 Series, as Auto Express praised its stylish cabin and excellent owner satisfaction
- The Jaguar XJ beat the Bentley Continental Flying Spur thanks to its 'club class refinement' and excellent handling



PARTS FOR SALE



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JAG FOR SALE 1970 XJ6

Jaguar XJ6 1970; Body exterior straight painted BRG. Interior looks OK, Tyres roadworthy, engine fully reconditioned and detailed the same as the engine bay both excellent. Drive train good all roadworthy.

Asking price \$6500 or offers. Contact Reg 47 213636 or 0412777043



JAG FOR SALE 1965 Daimler V8

Looks like a move is imminent and there will be no storage available for my Daimler.

Looks a million dollars from a distance but up close is the evidence of an old school restoration.

We get by with around town runs, but money would need to be spent to make her reliable for out of town runs.

Currently on Club Registration. Selling As-Is without registration.

Details: 1965 Daimler V8

Price: \$8,800 CONTACT: Blair Warry, Email: bwarry@gmail.com



JAG FOR SALE 1981 XJ6 Series 3



No photos.

No email.

Similar to this. Unregistered

Contact: Jim Chapman 5442 4759 Sunshine Coast - JDCQ Register member

Selling because he is 86 and too old to drive. Owned car for 10 years. Maroon original paint, little bit of rust, Extra chrome. Steel wheels. Runs well needs a bit of TLC. Uses a bit of oil. \$4,000 or any reasonable offer.

CLUB MERCHANDISE - FOR SALE



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CLASSIFIEDS - FOR SALE

These classifieds are free to advertise and items don't have to be Jaguar related. Ring or email Morrie Dempster on PH: 0448003972 Email: morja@TPG.com.au to have your items inserted in next month's issue.

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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: Mon to Fri 8:30am – 5:30pm Sat 9:00am – 2:00pm

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

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Season's Greetings Jag lovers of North Queensland,

Attached is our November Newsletter for your reading pleasure.

Thanks to members who have contributed stories, news, ads etc. in the past. I hope that over the Christmas break that some of you will have the time to put pen to paper and write some stories of your cars, projects, escapades, history of how you came to be a Jag enthusiast or some other topic that our many Jag lovers would enjoy reading.

Our February newsletter will be produced by our new editor Nigel Miller, so please make my day – flood Nigel's inbox with your many stories!

Note: Please let us know if there is anything you don't want published on our website.

Have a Merry Xmas and Happy New Year,
Cheers
Joe