



Northern Jaguar

We are the Jag Lovers of North Queensland

www.jagnq.com

November 2018



All British Day Reviver at the Giru International Hotel promoting next year's ABD 2019 and a thankyou cruise for our 2018 ABD supporters.



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



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PRESIDENT'S Report



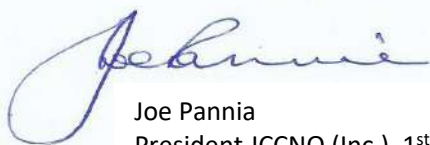
What a fantastic cruise and lunch last Sunday for our All British Day Reviver! Thank you to all our supporters in particular our hosts Andrew and Rosalie at the Giru International Hotel who went out of their way to accommodate our event. The enthusiasm for ABD showed with people coming from far and wide – Frank from Mt Isa, Jim from Charters Towers, Gary from Ayr and Al and sons from Bowen with two beautifully restored British bikes. Thanks to Chris and Dean from Townsville Jaguar for providing a striking blue E Pace, and Michael from Townsville Mini Garage for providing three new Minis. Pricey was under the pump and couldn't make it but 102.3 Triple M's Minty came along instead in one of the new Mini's. Our round trip cruise via Woodstock is a tradition now and a great way to promote ABD. It was the biggest crowd at the photoshoot in front of the pub, the Union Jacks looked good! - Let's keep the spirit of ABD alive with another great All British Day festival in 2019.

Our day trip to the Ravenswood 150 Year Celebrations was another successful day. It was hot and dry with the drought very evident out in the country. The Jags looked stylish in the street procession, our classics were truly appropriate there and our dozen or so Jags bolstered numbers at the Car Display. Members enjoy participating in our heritage events.

We caught up with our regional members at the Tastes of the Tablelands festival overnighter. Wendy and David who arranged the trip for us were also under the pump having to shift cattle because of the drought and could not attend. We successfully made up for our absence at the Atherton Easter Rally though, our local members had to forfeit because of flooding. Remember "My Country" – droughts and flooding rains – certainly played havoc with our events this year. It was a great foodie festival, the Jags once again made an impressive line-up at the Car Show. Well done to our members, we lived up to our name as a North Queensland club. Our Sunday Run to Alligator Creek was well patronised. We inspected the Park for another club BBQ, it was a bit dry so we'll do it after the drought.

Our club calendar is very important and a bit of labouring over what we should be doing is time well spent. Driving and enjoying our Jags is our most popular club pastime. Restorations, modifications, maintenance, buying and selling Jags also keeps members happily occupied. We'll discuss our draft 2019 calendar at our November meeting. Our traditional events are set however new ideas are welcome. We all just want to have fun!

We've got our annual lunch run to Mingela on Sunday 11th where we meet up with the Towers Restorers. Always a tasty and generous roast buffet there for only \$5. It is Armistice Day so we must remember to pay our respects at 11AM especially on the centenary – that's what started our Military Theme at ABD. There are a couple of opportunities for Sunday Runs before the AGM and Christmas Party on November 23rd. We'll send out the Invite and Notice of AGM shortly. Looking forward to a great Xmas Party at Mission Beach Resort!



Joe Pannia

President JCCNQ (Inc.), 1st November 2018

MANGEMENT COMMITTEE

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TREASURER: Jim Bateman

SOCIAL SECRETARY: Chris Pannia



EDITOR: Joe Pannia

CLUB APPOINTMENTS

NORTHERN LIAISON:

Wendy Anderson

FUND RAISING: Peter Dixon

MERCHANDISE: Jim Bateman
Nigel Miller



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www.jagnq.com





CALENDAR of EVENTS 2018

JCCNQ(Inc.)



<u>January</u> Sunday 21 st Friday 26 th	Run to Hervey Range Tea Rooms Australia Day – Jezzine Park, The Strand, Townsville
<u>February</u> Wednesday 7 th Sunday 11 th , Sunday 18 th	<u>Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville</u> Run to Balgal Beach, Run to Café Bambini Fairfield Waters
<u>March</u> Wednesday 7 th Sunday 11 th , Sunday 18 th Friday 30 th – Monday 2 nd	<u>Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville</u> Run to Bushland Beach, Burdekin Day Trip – Claredale (re-scheduled from Sunday 25 th February) Easter Tablelands HUB Rally, Dinner at Mr Youngs, Run to Burdekin Dam, Run to Café Bambini and Strand
<u>April</u> Wednesday 4 th Sunday 8 th Sunday 15 th Sunday 22 nd Sunday 29 th	<u>Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville</u> Run to Tumbetin Tea Rooms and Mt Stuart Car Display Sign Photoshoot John Herbert Sports Complex and Dinner at Mr Youngs Run to Hervey Range Tea Rooms with Mini and TVV&HMC Clubs (Invite by Mini Club) Burdekin Auto Festival Ayr
<u>May</u> Wednesday 2 nd Sunday 20 th Sunday 27 th	<u>Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville</u> Heritage Day West End Park Townsville Promotion of All British Day at Willows Markets followed by run to Ingham Show 'N' Shine and Swap Meet
<u>June</u> Saturday 2 nd Sunday 3rd Wednesday 13 th Sunday 10 th Sunday 17 th , Sunday 24 th Saturday 30 th	All British Day Dinner at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville All British Day, Cathedral School, Mundingburra Townsville <u>Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville</u> Run to Charters Towers Motor Show Cruise to North Shore, Cruise to The Strand Dam Fine Rally, Ross Park Townsville
<u>July</u> Wednesday 4 th Saturday 7 th July Sunday 15 th Sunday 22 nd , Sunday 29 th	<u>Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville</u> Townsville Bicycle Users Group Style Over Speed Combined Clubs Swap Meet Townsville Show Grounds Cruise to Hervey Range Tea Rooms, Cruise to Balgal Beach & Cyclones Show'n'Shine Jezzine Park
<u>August</u> Wednesday 1 st Saturday 4 th - Sunday 5 th Sunday 5 th , Sunday 19 th Sunday 26 th	<u>Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville</u> Airlie Beach Whitsunday Festival and Revving the Reef Car Show Cruise to North Shore, Cruise to Alligator Creek Charters Towers Community Day
<u>September</u> Wednesday 5 th Sunday 9 th Sunday 16 th Sunday 23 rd , Sunday 30 th	<u>Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville</u> Car Display and Cruise Regis Aged Care Kirwan Cruise for lunch to Alva Beach Ayr with Vintage & Vets and Mini Clubs (Invite by TVV&HMC) Cruise to Fish Inn Rockpool The Strand, BBQ Breakfast Freemasons Park Pallarenda
<u>October</u> Wednesday 3 rd Saturday 6 th Saturday 13 th - Sunday 14 th Sunday 21 st , Saturday 27 th Sunday 28th	<u>Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville</u> Ravenswood 150 Year Celebrations Tastes of the Tablelands Festival and Car Show Run to Alligator Creek, Marque Club Sprints Reid Park (Invite by Marque Club) All British Day Reviver to Giru via Woodstock
<u>November</u> Sunday 4 th Wednesday 7 th Friday 9 th Sunday 11 th Saturday 24 th - Sunday 25 th	Cruise and BBQ at Ross Dam Park Kelso <u>Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville</u> Car Display Sign Photoshoot John Herbert Sports Complex and Dinner at Mr Youngs Cruise to Mingela for lunch AGM and Christmas Party – Mission Beach Resort

Monthly General Meetings:

Time: Dinner 6:00PM. Meeting: 7.30PM on 1st Wednesday of the month except January and December.

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

Sunday Runs:

Members proposing to co-ordinate casual Sunday Runs for Club Rego cars should please contact the Management Committee in the first instance with at least a few days' notice and preferably one weeks' notice to allow the Social Secretary to issue an invite for an official club event to all club members.

This fulfils our obligations under Queensland Transport Special Interest Vehicle Scheme Regulations for cars with Concessional Registration.



EDITOR's Notes



As the year draws to a close many things need to be finalised and deadlines abound. I am still waiting for stories and photos to come in so it's been a last minute rush. Having a big event right at the end of the month has always put the newsletter editor under the pump a bit too.

Jaguars are what we are all about and photos of Jags and Jag lovers doing their thing is what must be in our NJ. In the last couple of editions we have had a proliferation of other marques. We've had invites from other clubs to join in with their activities and we invited other clubs to participate in our events. I think bringing clubs together is a very good thing. We chose to promote MG's this year as a much loved British marque to advertise ABD. Pricey's love of MG's had a little bit to do with it since we do lots of advertising on 102.3 Triple M. Wasn't it great too that Minty arrived at ABDR in a Mini.

Ravenswood's 150 Year celebration was well attended by our club on the Saturday when the Street Parade and Car Show were on. Thanks to Ross and Judy for writing this story. Ross had computer glitches and our first event came in last. Computers have simplified our life but when things don't work, we humans are at their mercy and suffer the consequences of our dependence.

Glenda and Doug have submitted a very comprehensive round-up of the Tastes of the Tablelands Festival. Photos were right colourful and the foodie festival was worth it. Everybody ate too much. We made up for our absence due to weather conditions at the Easter Rally and finally caught up with some of our northern members.

The Marque Club invited us to their Sprints event and the Reid Park V8 track. Always wanted to know what they got up to. It was fun driving on the V8 track, no speeding allowed though.

Russell and Claire sent in some more information on the TARGA tour so we have a second part here too. Watch Channel 9 at 11AM on Sunday 4th November for more. Go Team Jaguar!

Another Famous Jags story is here with the X-Type which was featured in several series of Midsomer Murders for a few years just after its launch. It's Chris's most watched TV crime show mainly because of many repeats over the holidays. I didn't mind it either.

Peter Dixon has offered to be the subject of the next Members Story so when Mary is over the exhausting Tahiti trip we will find out what has motivated another Jag lover. Jim's story follows the Mark V with the Mark VII. Nigel has covered the Alligator Creek Sunday Run – a possible venue for a club BBQ but after the dry season, also a technical update from Jag Central. Another ex-club Jag for sale and a new business recommendation. Cheers Joe.

Cover Photo: The Union Jack flies high over the scene at our All British Day Reviver at the Giru Internatiol Hotel. A mini ABD out in the country! The main aim was to thank everyone who supported ABD and promote ABD 2019. It was also about having fun too, bringing clubs together and driving our cars and riding our bikes – everyone and all marques were welcome.



Jag Lovers escape the heat in a woody thicket at the Tastes of the Tablelands Festival



Coming Events



Lunch Run to Mingela Pub – Sunday 11th November 2018



Our annual Mingela run is on again. We've invited the **Towers Restorers Club** to join us for Sunday lunch. All you can eat home style roast buffet for \$5. It's **Remembrance Day Centenary** remember one minute silence at the eleventh hour.

Christmas Party and AGM – Saturday 24th November 2018

Our Christmas Party and Annual General Meeting will be held at the **Mission Beach Resort**. We traditionally alternate this occasion to be out-of-town every second year to accommodate our regional members. We have booked the beautiful Paradise Room for both events and 15 rooms have been reserved for us at the resort. It is a great night out for our club. *Please make your accommodation bookings as soon as you can. Phone 4088 8288.*



Display at Cathedral School Mundigburra – Thursday 17th January 2019 10AM



We've been invited to display our Jags over the holidays. It's a **"Back to the Future Day"** for the children whose parents are away or at work. The TVV&HMC will have the Dennis Fire Engine and Restored Motorcycle Club will have some motorbikes. Come along and support the school with new Jags and old for a fun morning.

CELEBRATING 50 YEARS OF NATIONAL RALLIES MARCH 29 - APRIL 1 2019

Acknowledgement Jaguar Car Club of Victoria

The Jaguar Car Club of Victoria (JCCV) is proud to be hosting the **2019 Jaguar National Rally**.

This year we are celebrating 50 Years of Jaguar National Rallies and we will be marking the occasion with a program that takes us through the border regions of NSW and Victoria. This rally celebrates the Golden Anniversary and to commemorate, we return to the site of the first ever Australian Jaguar National Rally in the border towns of Albury and Wodonga which may explain the name, "Border Revival". The epitome of the famous Jaguar slogan *Grace Pace and Space*, the XJ, this year celebrates 50 years since it first appeared in showrooms around the world. A summary of planned activities and events for 2019 will be released soon. Stay tuned!





Social Events



All British Day Reviver – Sunday 28th October

Joe Pannia



This year's ABD Reviver began on Saturday afternoon with Jim and I cruising down the Bruce Highway in Jim's ute loaded with five Union Jacks and four flagpoles. We attached our new telescopic flag pole to the street sign which we had scrutinised on the way back from the club's recent Alva Beach run. We hoisted the big Union Jack and it looked great. There it is on the cover of this NJ flying high in the

middle of our mini ABD at Giru. It was hot work hoisting flags and climbing ladders in the afternoon sun. The cool bar was just too tempting and Jim had to have a beer even before we finished the job!

The forecast heat wave arrived on Sunday morning but it did not deter our many enthusiasts. The scene in front of the Stuart Hotel was buzzing



as the cars and bikes kept rolling in. Townsville Jaguar once again supported us with Dean driving a new blue E Pace off the showroom floor. Pricey couldn't make it in Graham's MGB kindly offered by the Marque Club but we had 102.3 Triple M's Minty come in a

new Mini, thanks Minty, and thanks to Michael Johnson and his crew from the Townsville Mini Garage. The John Cooper Works, Countryman and Clubman looked impressive. Thanks also to Josh Guinea who instigated having the new Minis on the cruise. Teamwork is great! I drained the battery on my phone twice drumming up support. We got 3,600 views on our All British Day Facebook page. Rosalie and Andrew at Giru Pub also got nearly as many views on their Facebook page promoting our event!

Engines were started at 10AM. Eighteen fine-looking Jags and several dozen other cars and bikes made an impressive convoy on the Flinders Highway. It was a relaxing 50 minute cruise via Woodstock and Majors Creek, the countryside still quite scenic despite the drought. Michael Fitzgerald whose dad was one of our past presidents kindly took a video of the convoy from one of the many creek crossings on Woodstock – Giru Road. Jeff Harris's 1964 Red V8



new Mini, thanks Minty, and thanks to Michael Johnson and his crew from the Townsville Mini Garage. The John Cooper Works, Countryman and Clubman looked impressive. Thanks also to Josh Guinea who instigated having the new Minis on the cruise. Teamwork is great! I drained the



Daimler had the best original rumbling sound as the convoy drove by. See the video on our ABD Facebook page.

Only a couple of mishaps on the way, some minor trouble slowed the restored motorbikes but they all made it. The Lotus turned back, not sure why. Gary Parker's ubiquitous Dodge truck broke an oil pipe and sprayed oil all over Dean's brand new Jag before Gary realised what was happening.



Not to worry, Rosalie came to the rescue with Windex and paper towels and the new Jag looked pristine again lined up in front of the pub. Gary managed to repair the pipe arriving at Giru just a bit later.

We had a good viewing of the cars and bikes parked across the road and around the pub, but as the midday sun beat down, onlookers drifted to the lawn under the cool shade of the huge Cassia tree and around the bar where refreshing drinks were served, including cold water at the special price of \$2 for additional hydration.

Miss Macie's beautiful aqua coloured retro coffee caravan was in a good spot under the tree – she beat us all there taking a short cut from the Stuart pub along the Bruce Highway to Giru. Hope to see Mel again at ABD.

Gary Crowdy cruised from Ayr in his black Packard and was parked in the shade behind Bob Morris's black 1951 Morris Ute. Al Anderson and two sons came from Bowen and displayed two

beautifully restored British bikes there too. These vehicles got the best viewing, I know why our car shows in tropical North Queensland are

preferably held in the winter months. A few of the clubs restored motor cycles were missing because some of the older gentlemen did feel the heat. Not to worry, our ABD participants were well represented. Frank Munis came again from Mt Isa in his white XJS and Jim Lewis drove from Charters Towers this time in his turquoise Mark VII, the XK140 coupe a bit hot to drive. Both of them stayed in air conditioned comfort in Townsville this time and started with the convoy at the Stuart Hotel. They had waited for us at Woodstock last year but wisely avoided the time in the sun this year. It was good to see them there again.

Our cruise increased the population of Giru considerably. The atmosphere around the pub was great and it really did look like All British Day again. We had tried to organise the photoshoot before lunch this year since a few people did leave straight after lunch last year. Not easy to do though, people could smell the steak cooking on the BBQ and demanded to be fed, a \$5 bargain. We announced 12:30 for the photoshoot and it all went well. Most people came out of the pub to join the big crowd on the footpath.

Our raffle in support Heart Kids raised





Finally thanks again to everybody who supported our ABD Reviver cruise. Lots of people commented on how they enjoyed the day and it was heartening to see how ABD brings lots of the different clubs and people together. Thanks especially to our hosts Rosalie, Andrew and their friendly staff for promoting our event, providing a pleasant venue and making a special effort giving us tables and chairs out under the trees to beat the heat. The hottest job was cooking the steaks on the BBQ and I chatted to Andrew after lunch having a beer



weren't late for next year. They look impressive too. We sold all 100 this year in the first hour so we ordered 200 of them and will sell them at ABD for \$10 each. It was also very encouraging to see our CAMS

\$320 which was a good effort. Thanks to Peter, Aila, Karen and Glenda for the hard work selling tickets. We had samples of our Red ABD 2019 Grille Badges to show, got them in the nick of time this year and made sure they

Sports and Development Officer Sarah Harley come along from Brisbane and join in the fun. Sarah had to get back to the Marque Club Sprints but we caught up again at our Management Committee meeting. Our little



nephew Kolby, sporting his bright green club shirt wanted to sit in every car, especially the coupes, but motorbikes were his passion! Good also to see Kevin and Yvonne. Kevin is our ABD PR Wallah and also tried out his new Town Cryer Union Jack top hat. Kevin loves ABD!



cooling off on the veranda. I think we achieved our main objectives, kept the spirit of ABD alive and promoted our big event. Let's do it again next year. See you all again at All British Day 2019 in mid-June!











On Saturday 6 October all the usual suspects assembled at the Stuart hotel to set off on the monthly sojourn which on this occasion was to be to the township of Ravenswood. Ravenswood is about 140km inland from Townsville. Ten cars from the club arrived at Ravenswood by 9.30 am to be in the parade that started around 10.00am. The cars from our club made up about a quarter to a third of the parade. There was a vintage ambulance, a couple of floats depicting Ravenswood past, and a number of vintage cars.



Ravenswood is a gold mining town and currently the main employer in Ravenswood is Resolute Carpentaria Gold. Gold was first discovered in the Ravenswood area in 1868. Its population grew to over 5000 adults. Today it has 200 residents and another 300 miners who drive in to work in the mine. After the parade there was the ceremonial unveiling of a large mosaic chair depicting scenes of Ravenswood past and present. Over 1000 people helped to create the chair -from locals including schoolchildren and the many tourists visiting during the construction time-invited by the artist, Shelley Burt. From then on you could wander around the various old buildings which were open to the public.



These included the Imperial Hotel, Church, School of Arts, Ambulance Centre, Thorp's Building and the Court House.

Throughout the afternoon and evening there was live music provided in the park and street theatre by locals in periodic costumes. There were various displays in the aforementioned





buildings. The Thorp's Building had a Blacksmith's display and Kennedy Regiment bivouac. The Ambulance Centre had period photographs and old-fashioned games. The Imperial Hotel had a display of letters and literature. The Court House had a small-engines display with the vehicles that had been in the parade. There was even a spot where you could practice panning for gold in the small creek that ran through the township. There were also the usual stalls where you could buy the home made crafts and goodies. During the morning a giant puppet representing an early Ravenswood resident, John Murtagh Macrossan roamed the main street. Most club members enjoyed a light lunch and headed back to Townsville at their leisure.







***“Tastes of the Tablelands Festival is the
ultimate garden party
showcasing the best things
that the Tablelands have to offer.”***

Our weekend started with four Jaguars (Nigel & Lee's XJS, Joe & Chris' XJR, Peter & Cheryl's Mark 2 and our XE) meeting under the big tree at Caltex Yabulu, and after filling up with fuel and coffee, we set off on our adventure. The first stop was the mandatory comfort



break at Rotary Park in Ingham. We stretched our legs and chatted for a while and three cars continued up the highway – Joe went to rescue Chris who was lost in a nearby shop! Peter and Cheryl's pretty blue Mark 2 looked lovely on the road ahead of us.



We agreed that our next



coffee and food vans.

While we were discussing wet patches on legs and wet car carpets from rain that just couldn't stay out of a couple of the cars, Jim's XJ8 zoomed past on its way to a café in the town.



Some of the locals admired our Jaguars and asked about our trip. They told me we should stay in Cardwell for the UFO Festival instead!



At Innisfail, Peter and Cheryl branched off and the rest of the group enjoyed some pizza at Rosco's restaurant. The skies opened up while we were eating and we were hoping there was no hail in the storm that passed over (phew! no hail...but very heavy rain).

The weather was not so kind after we turned off towards The Tablelands, but our XE handled the heavy rain and puddles on the road very well. We arrived in Atherton early in the afternoon and, as we had not stayed here previously, we set out to learn more about the town.



We learned that –

- Atherton began as a camp for cedar timber cutters
- Was originally named Prior's Pocket after Thomas Prior who pastured bullocks here
- Was re-named Atherton after John Atherton who
 - Was one of the first European settlers in the area
 - Introduced horses and cattle to the area
 - Was instrumental in discovering tin in the district
- Atherton is not very busy on a Saturday afternoon
- Hallorans Hill is a volcanic crater from which comes the rich red soil for the rainforests and thriving agricultural industry.



Atherton main street



View from Hallorans Hill

Saturday night was lots of fun when 14 club members enjoyed a great dinner at the Atherton International Club. It was wonderful to meet some Tablelands and Far North Qld members. Unfortunately, Wendy (our far north liaison member) was not able to join us for dinner, but we are very grateful to her for organising such an enjoyable dinner venue and providing details for our weekend.



On Sunday morning, we met bright and early at the Hou Wang Chinese Temple and parked our beautiful cars (10 Jaguars altogether) for all to see. They always look so good when on display together!



We bought some breakfast, had a quick look around and then had time for a chat in the shade.



The rest of our day was filled up with browsing the many stalls, talking to the locals, being entertained by brilliant acts (Albina Nuciforo – what a talent!, Hot Shots Big Band, Legends of Perhaps – Jasper was so cute singing *Nothin' But A Hound Dog*,) and trying to work out how to taste all the delicious food for sale. We opted for the Paella which was soooo good!





We were actually a little surprised that there was not more fresh produce for sale, but the festival is called 'Tastes of The Tablelands'.

It was interesting to take a look inside the temple. The volunteer guide told us that there were once up to 19.000 Chinese people working and living around The Tablelands.



Some of the other great cars on display.



Eddie & Annie, Joe & Chris, Nigel and Doug & I all stayed at the Hinterland Motel on Sunday night (I think the guy in the 4X4 felt a bit out of place)....



...and we enjoyed Sunday night dinner at The Barron Valley Hotel.



A big thank you to Nigel for letting me drive his beautiful XJS on the way home....so much fun.



I think Nigel enjoyed his drive of our XE too.

I'm pretty sure everyone enjoyed a fabulous weekend!

Sunday 21st October

Nigel Miller

Coffee & Cruise – Alligator Creek

I so look forward to our Sunday coffee cruises. I don't know why, but the coffee always tastes better on a Jag Sunday, breakfast is so much more satisfying, and the friendship and camaraderie is second to none! Luvit.

On **21st October** we met up as usual at the Weir School car park. We had a default plan to go to Alligator Creek again in case we couldn't come up with a better plan – and as it happens, Alligator Creek won the day, although Alan – back home now after a couple of weeks in New Zealand – handed



me a well-thought-out cruise plan for a future Sunday run (which WILL happen eventually!). The primary purpose of today's trip was to check out the Creek for a future BBQ breakfast site, which we had no time for 2 months ago due to Bernie marshalling the troops for his horseshoe photoshoot.....

Glen and Karen, fresh from their round-the-world cruise, brought out their XJS for a rare but much appreciated outing, and Joe joined us in his S3 Sovereign. Bernie however was on his travels (to Bali), having successfully negotiated a renewal of his passport.



The Roadhouse provided us with their usual good fare, and plenty of parking spaces – but we were half way through when we noticed by their conspicuous absence: Barry and Sandra, who had brought along their pooch. Most welcomed by us all, but NOT



appreciated by Queensland's PC food laws – pooch, Barry and Sandra had to sit outside enjoying the delicate perfume of a filling station. Sorry about that B & S. We'll have to remember that in the future, we don't want anyone to feel left out.....



Around 11:am we cruised up the the Creek. The general consensus is: this a a great place for a future BBQ, but it's just too dry this time of year. The Creek is like a desert and there's certainly no sign of a swimming hole. We'll just have to wait for better times.....



Eddie wanted to lead a cruise along the Strand on the way back home. Don't know how many takers he had for that. I was running late and running out of fuel so had to duck out.

Another fun day out.....

Great to get an invite from the Marque Club to show our Jags and view their Sprints event at the Reid park V8 Track. It was again quite a hot morning and shade was the scarcest of all our recent events. We gathered under the Marque Club gazebo, Glend and Doug had their huge umbrella and were comfortable enough sitting under that. Ross, Darren and Jim also came along. Interesting to watch the timed laps run in stages for different categories. There were a couple of spinouts, some huge columns of smoke and always the smell of burning rubber. The loudest roar was not necessarily the fastest car, although I was intrigued by the pace and roar of the Suzuki Mighty Boy with the V8. I posted that video on our Facebook Group page. Our surprise treat did eventuate when we were offered a drive around the V8 track. The X351 and XE were the only Jags on the circuit. It was a bit of fun and thanks to Jeff Sutherland and Michael Seymour for the invite.





Famous Jags

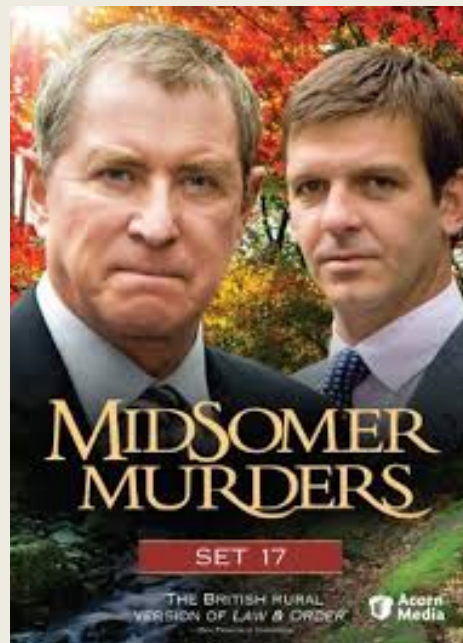
Chris Pannia

Jaguar X-Type in the Midsomer Murders TV Series

With the holiday season fast approaching and the associated end to the regular television programmes I contemplate with some trepidation the series repeats over the Christmas break. One series that filled the void on many occasions was 'Midsomer Murders'. This British murder mystery started in 1997 and originally starred John Nettles as Inspector Tom Barnaby. In the early episodes he drove a Ford Mondeo, then a Rover 75 and progressed to a Black Jaguar X-Type 2.5 V6 which appeared fairly regularly in series 9 to 13. Jeremy Clarkson of BBC's Top Gear lauded the X-Type, and with regard to the Ford Mondeo connection, he stated that "genetically you are 98% identical to a halibut, but it's the 2% that makes the difference".



After 14 years and 200 murders Nettles retired in 2010, so did the Jag as his replacement John Barnaby took the wheel of a Volvo. For anyone who likes murder "who dunnits" in the Agatha Christie tradition with a sporadic sprinkling of scenes of an X-Type being whipped around English country lanes, you can do worse than settle in for an episode of Midsomer Murders.



Midsomer is set in that idyllic belt of Middle England which happens to have probably the highest murder rate in the world. There are usually at least 3 murders per episode, these rather unpleasant deaths occur amid the most deceptively beautiful countryside populated by people who may be outwardly charming, but in every episode turn out to have the most ingeniously brutal and twisted minds. Much of the popularity of the series arises from the incongruity of sudden violence in a picturesque and peaceful rural setting. All this activity keeps Barnaby busy and the Jag on the road. There are many scenes of it smoothly driving at a fast or more relaxed pace depending on the urgency of the situation around the green and picturesque countryside. Quite often the X-Type glides to a stop in front of some impressive mansion with a wide side view of the car parked in prime position. It certainly does not look out of place as its heritage and contemporary elegance is enhanced.



Many of the villages and small towns of the county have the word "Midsomer" in their name and Barnaby frequently investigates murders in these places. There are glimpses of the Jag diving in the streets, parked outside antique and tea shops and of course there is the obligatory visit to the local pub.

Humour is a main feature of the series. There is often dark comedy, such as a woman being murdered with a wheel of cheese, and many scenes are examples of "dramedy" (comic drama or dramatic comedy) Midsomer Murders never takes itself too seriously. If by chance it reappears over the Xmas

break and the temperature is soaring an escape into the lush countryside, visiting romantic old fashioned villages in a Black X type and having a few laughs on the way could be the antidote.

This article continues to the next Jaguar model, the Mark VII produced after the Mark V. October NJ covered the Mark V which was prompted by Travis's acquisition of two beautiful 1950's Jaguar Mark V's. Below is Jim Lewis's turquoise 1954 Mark VII M seen last Sunday at our ABD Reviver and many other ABD's over the years. Images below are from the 2018 Towers Motor Show. Note that pics showing detail of interior and engine are not Jim's. Jaguar stretched the sales image.



The Jaguar Mark VII is a four-door luxury car produced by Jaguar Cars of Coventry from 1951 to 1956. Launched at the 1950 British International Motor Show as the successor to the Jaguar Mark V, it was called the Mark VII because there was already a Bentley Mark VI on the market. A version of the Jaguar Mark V with the XK engine had been designated as the Mark VI, but it is thought that only two were built. In its original 1950 form the Mark VII could exceed 100 mph, and in 1952 it became the first Jaguar to be made available with an optional automatic transmission. Mark VII's were successful in racing and rallying.

The Mark VII chassis came from the Jaguar Mark V and the wheelbase remained the same at 10 feet (3,048.0 mm). The new model's body looked more streamlined, with integrated headlights and mudguards, a two-piece windscreen, and longer rear overhang. As on the Mark V, the rear wheels were partially covered by removable spats. Whereas the Mark V had a pre-war pushrod engine originally developed by the Standard Motor Company, the Mark VII was powered by the newly developed XK engine. First seen in production form in the 1948 XK120, the 3442 cc DOHC straight-six provided 160 bhp (119.3 kW), the same as in the XK120, and the saloon's claimed top speed was over 100 mph (160 km/h).

When the car was being developed Jaguar thought it would find most of its customers overseas, mainly because UK car tax at that time penalised buyers of larger-engine cars. However it went into production just as Britain's post-war economic austerity began to ease, and in 1951 the car's enthusiastic reception in both the British and American markets prompted Jaguar to relocate production to larger premises, at the Browns Lane plant, which had been built for wartime production as a shadow factory and was now available for immediate use.



THE 3½ LITRE JAGUAR MARK VII SALOON



The published performance figures for the Mark VII were based on the standard 8:1 compression ratio, but as this was unsuitable for the UK market's low-octane Pool petrol a 7:1 engine was optional.[6] British motoring magazines tested the car's performance with the higher compression ratio, using the Ostend to Brussels autoroute in Belgium, where 80 octane fuel was available. A Mark VII tested by The Motor in 1952 had a top speed of 101 mph (163 km/h), accelerated from 0–60 mph (97 km/h) in 13.7 seconds and returned 17.6 miles per imperial gallon (16.1 L/100 km; 14.7 mpg US). In 1952 the Mark VII became the first Jaguar to be offered with automatic transmission. By the time the model was upgraded to M specification in 1954, 20,908 had been produced.

The Mark VII M was launched at the British International Motor Show in October 1954. Although the engine continued with the same capacity and 8:1 compression ratio, it was uprated to 190 bhp (141.7 kW), giving the car a claimed top speed of 104 mph (167 km/h). The four-speed manual gearbox was standard, while the Borg Warner automatic, hitherto available only on exported Mark VIIIs, now became optional for British buyers. Distinguishing the Mark VII M from its predecessor, circular grilles over the horns were installed below the headlights in place of the former integrated auxiliary lamps, which were moved slightly further apart and mounted on the bumper.[7] Both bumpers now wrapped further around the sides of the car.

In 1956, with the advent of the Suez Crisis Britain anticipated fuel rationing, and bubble cars appeared on the streets. Jaguar switched focus to their smaller saloons (the Mark I 2.4 had been introduced in 1955), and neither the Mark VII M nor any of its increasingly powerful but fuel-thirsty successors would match the production volumes of the original Jaguar Mark VII. Nevertheless, before it was superseded by the Mark VIII, the Mark VII M achieved 10,061 sales during its two-year production run.

Both variants of the Mark VII won race victories, and an M version won a Monte Carlo Rally. In 1954 Jaguar built a lightweight Mark VII M which, although intended for racing, never participated in contemporary events. Road-registered KRW 621, it had magnesium body panels, D-type engine, Dunlop disc brakes and modified suspension. Factory-entered Mark VIIIs won the Daily Express International Trophy Production Touring Car race at Silverstone five years running, and twice took the top three places. Stirling Moss won in 1952 and 1953; Ian Appleyard in 1954, with Tony Rolt and Stirling Moss 2nd and 3rd; Mike Hawthorn in 1955, from his teammates Jimmy Stewart and Desmond Titterton in 2nd and 3rd; and Ivor Bueb in 1956, with Belgian journalist and racing driver Paul Frère taking 4th. In January 1956 a Mark VII M driven by Ronnie Adams, Frank Biggar, and Derek Johnstone won the Monte Carlo Rally. In August 1956, at Road America, in Elkhart Lake, Wisconsin, Paul Goldsmith's Mark VII averaged 59.2 mph to win a 100-mile NASCAR Grand National race for cars up to 3500 cc.



Comments and images from Russell's Facebook Group posts and texts

This is the second installment of our coverage of TARGA. Thanks to our members Russell and Claire. Go Team Jaguar! Targa category is TSD Trophy. There will be a TV coverage of Targa Great Barrier Reef Sunday 4th November at 11am channel 9.



Russell Botha 2 October at 01:17 Photos by Angryman they did a great job, worth every cent. These shots are race action in different stages. For the event Team Jaguar finished 13th out of 22 in our category. We were very happy with the result. We were up against big name cars like Lotus, Porsche 911 turbo's and GTR's. Many mocked our chances of finishing the event on Friday, by Sunday morning they were paying respect to the 35 year old cats reliability and performance. The big cat and us made it home without incident. That was the plan. I would encourage anyone to have go. We have entered for next year and purchased a XJR for the 2019 Team Jaguar entry. The very original XJS has proved her point, plenty of life left in her, she has completed her tour of duty.....



Bernie Holland Great ACTION photographs Joe Pannia That's great Russell some fantastic photos there, will certainly have some more coverage in the next newsletter will have to get some details of your new XJR for next year's rally what a great effort Russell Botha Thanks everyone....i have so much respect for the big cat she bounced off 6500 rpm all weekend and didn't miss a beat...very proud of my other girl too. Claire had not driven with me at speed before or navigated, she was a trooper all through the event with the occasional uncomfortable silence (oh crap moments)







Technical Matters



Jag Central Update – The Purrrly Queen

Nigel Miller

Tyres and wheels – I’ve been battling to source the correct tyres 185 80 R15 for the S Type. I can’t seem to find any at all. I get lots of encouraging responses, but when push comes to shove, they are on “back order” with no estimate for when they will be available. The rear wheels are a very tight fit in the wheel arches so I’ve not yet been persuaded to experiment with a lightly larger/wider tyre – yet!! What I have done though is fit a couple of the old tyres to see how they look with the powder-coated rims – and I’m very pleased with the result.



Interior – I’ve fitted the re-covered console, radio panel under-dash tray and associated fittings. The air channel tubing under the console was squashed and brittle, but a length of swimming pool hose from Bunnings came to the rescue, so now I can get air towards the back seat. The radio panel was a tight fit, and I had “forgotten” to get the ashtray

fascia hydro-graphed so it doesn’t match. Of course the radio works, but receives nothing on medium and long wave, so I didn’t bother to fit speakers.



The seats have now been re-coloured and a few minor repairs undertaken – the biggest one was restoring the moulded foam on the top of the rear squab (Some photos of this repair and more, are on our Facebook page <https://www.facebook.com/groups/240631386410111/>). The rear and passenger seats have been fitted, and I’m super-pleased with the result.



I still haven't got the doors fitting as I would like, so I've made no progress on the door trims which are sitting in my shed waiting..... But I thought you might be interested in seeing the state of the doors when I started several months ago.



Steering – mechanically, only the steering box is holding up getting the Queen back on the road, although I have several items on my to-do list for the future (in case I get bored!!!!) It's proving quite a challenge, and I'm not looking forward to removing it AGAIN. But we'll battle on and get it right – one day!

Looking forward to actually driving the Purrly Queen – estimated completion: 2 months.

Agitator

Anybody who has played around with old cars will know that at some point you will end up with a bucketload of rusty/oily/grimy nuts washers and bolts. Cleaning them all before reassembly is a real pain in the rear suspension and can take hours – so I came up with the idea, with a little help from Dr Google, of making an agitator to do all the work for me.



In principle, I used a random orbital sander, a large sturdy plastic tub with a screw lid and a piece of string. I attached the lid to the sanding pad with 4 self-tapping screws and rigged up the string to suspend the agitator somewhere where I will not walk into it and bash my head – and that was that!

I threw in a couple of generous handfuls of old rusty bolts, nuts and washers, added a couple of litres of ordinary domestic white vinegar (acetic acid), and let the agitator do it's stuff for about 30 minutes. When it's finished, pour out the vinegar (you can keep it somewhere for the next batch) and you're left with amazingly clean and almost new-looking bits.



The next step though is very important. Left untreated, the nuts bolts and washers will very quickly rust up again, so they need to be rinsed in clean water, then neutralised with an alkali – I used soda bicarb. Rinse again in clean water and leave out in the sun to dry. I also used a heat gun just to make sure all the water had evaporated. Then a light spray of WD40 or similar – I used Revive-it R44.

Good as new!



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.

1989 Sovereign – Lyn advised “\$1800 negotiable as is - we just want to sell it as we are selling our house and need it gone!” . More photos.



This 1989 Sovereign is for sale at the reasonable price of only \$3,000. It is currently unregistered and is sold as is – although the car runs very well, and all electrics are functioning. The car is situated in Bluewater Townsville.

If interested, contact LYN on 0412 034 206 or on lynwayneturner@hotmail.com

1966 3.8 S (Classic “S” Type) – offers around \$10,000

I’ve owned my lovely Warwick Grey “S” Type for many years, and have many happy family memories of our times together, but it may be time to move on. I am the 3rd owner, and the car has been unregistered since 2005, but was last run about 2½ years ago.



The red leather upholstery and the woodwork are in good condition, but it needs at least a full body rubber kit, tyres, battery, and a carburettor recondition (it has twin 2” SU’s). The bodywork and paintwork are good, but there is some rust spotting on the chrome work. The car needs a sensitive hand to restore it to the condition it deserves.



Please contact me, WARWICK COYNE, on 0407 961 441 for more information.

1986 XJ6 Sovereign and 1983/4 XJ6 Vanden Plas –\$3000 for both o.n.o.



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

Contact John Benton on 0401 871 726 for more details.

1964 Jaguar S Type 3.8 Blue - ~~Now Reduced to \$9,000!~~

Automatic. 4 new tyres. 5 knock on spoke wheels. Automatic although the discrimination says Manual. In great condition.



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

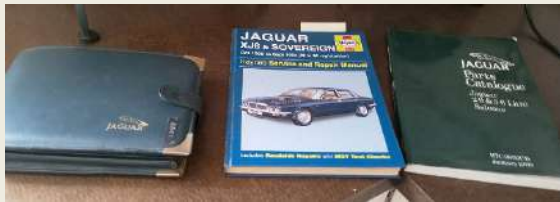
2002 Jaguar X-Type V6 Auto Light Blue Metallic - \$11,000 negotiable

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

No photo available

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

1989 Daimler Saloon Registered JAG607 Petrol Auto Blue - \$5,500 ono



Displayed at All British Day Townsville.
Open to offers.

Contact Graham Meiers Mob 0415 751 888 Ayr

2003 Jaguar X-Type Petrol Auto Topaz Registered - \$8,000



Registered with RWC 95,000km
Very Good Condition

Contact Carmel Plumb Mob 0409 582 850
Emerald St Kirwan Townsville



Jaguar XJ6 Series2 - Kelso - Any Reasonable Offer Accepted

Unregistered, average condition, runs OK - just needs fuel and battery. No photos. Call Ray 0408 771 608

2001 JAGUAR XJ8 X308 CLASSIC – Reg JAG 127 - \$17,900

Outstanding condition. Great performance 3.2 litre V8 auto. Only 127,300 km. Unmarked deep blue-green metallic. Exquisite wood grain coachwork. Champagne leather interior. Chrome bonnet leaper. Personalised plates. Always garaged. Full service history. Regrettable sale. Call David 0412840087 to view.



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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.



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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



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.

2004 Rover 75 Connoisseur 2.5 V6 Petrol Platinum Gold - \$7,000

Registered and in excellent condition. Low 75,000km.



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

1971 MGB MKII Convertible - \$25,000

Registered 413HRB 25,500miles. Recently completed overhaul on engine, brakes etc. This unit is very straight. 4 speed manual with overdrive. Luggage rack and wire wheels. Well maintained. Serious buyers should ring Chris 0408182682





Selling on behalf of the Club

Chrome taillight surround for XK8/XKR - \$75

XJ6 S2 rear window and chrome strips – offers?

Contact Nigel on 0400 599 637 or email millwind@bigpond.net.au

Borg Warner 66 Gearbox – Offers Accepted

Good condition, recently removed from 1974 XJ6 Series 2

Contact Darren 0497 093 252 for details - West End Townsville

1976 XJ6 Series 2 Motor 1986 Series 3 XJ6 Motor - any reasonable offers

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



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



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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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