



# Northern Jaguar

*We are the Jag Lovers of North Queensland*

[www.jagnq.com](http://www.jagnq.com)

**November 2019**

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Under the cool shady trees at the  
All British Day Reviver 2019  
Giru International Hotel







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## PRESIDENT'S Report



What a fantastic turnout we had at our All British Day Reviver cruise to the Giru Pub. Definitely one of our most enjoyed events and second only to the All British Day itself. We advertised on Facebook for the first time and our sponsored ads on our All British Day Facebook page were shared many times. I think this attracted more people to join the convoy. There were even quite a few cars which came over to the Stuart Hotel just to see the convoy of cars and bikes arriving there.

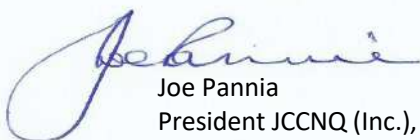
We are nearly at the end of our scheduled events for the year and I must say we have had a full calendar. Some of our members joined the Tour de Cassowary at Mission Beach and Innisfail and it was also a very successful event. I was looking forward to the open day at the Townsville Mens Shed but unfortunately it was rescheduled to the Burdekin due to venue issues here. It should be on in Townsville next year. We also had three local Sunday Runs which are always well attended.

The Burdekin Machinery Preservationsts are hosting an interesting event coming up this weekend in Brandon. It is a public open day which our club has not attended before and members are looking forward to going along. The Burdekin District has a long history of farming particularly sugar cane and the several sugar mills provide much of the machinery that will be on display, both static and working. It will be great to see those old steam locos again. I grew up in the Herbert River District and the sound of the sugar cane locos is still clear in my memory. They were still in use in the 1970's and I remember tourists waiting at cane rail crossings just to see those beautiful steam locos. There is also a display of vintage cars and bikes to admire.

Our Christmas Party at the Mercure Inn is organised for the 16<sup>th</sup> of this month and we will be sending the invite soon. The committee has decided the four annual awards to be presented after dinner. We need a response for numbers attending. There is accommodation for our regional members too. It's a great location and it was our venue two years ago where we had a Xmas BBQ. Looking forward to traditional roast buffet this time which will suit our several members with special diet requirements.

We have also arranged our final calendar event to the Mingela Pub. Great \$5 roast lunch and a catch up with the Towers Restorers. We'll see Jim's XK140 there too.

Our Annual General Meeting will be held on the 11<sup>th</sup> December at the Cluden Park Moror Inn in place of our normal monthly meeting. The Nomination and Proxy Voting forms and the Notice of Meeting will be sent out soon. I am very much looking forward to the rest of the years events.



Joe Pannia  
President JCCNQ (Inc.), 1<sup>st</sup> November 2019.



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## MANAGEMENT COMMITTEE

### PRESIDENT:

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### SECRETARY:

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### TREASURER:

Joanne Feltham



### SOCIAL SECRETARY:

Chris Pannia



### NEWSLETTER EDITOR:

Joe Pannia

## COMMITTEE POSITIONS

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
Website Co-ordinator	Joe Pannia
Facebook Administrators	Nigel Miller
	Garry Sellen
	Joe Pannia



# CALENDAR of EVENTS 2019 JCCNQ (Inc.)



<b>January</b> Sunday 6 <sup>th</sup> , 13 <sup>th</sup> , Thursday 17 <sup>th</sup> Sunday 20 <sup>th</sup> , Saturday 26 <sup>th</sup> , Sunday 27 <sup>th</sup>	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 <sup>th</sup> Feb)
<b>February</b> Sunday 10 <sup>th</sup> Wednesday 6 <sup>th</sup> Sunday 17 <sup>th</sup> , 23 <sup>rd</sup> & 24 <sup>th</sup>	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
<b>March</b> Sunday 3 <sup>rd</sup> Wednesday 6 <sup>th</sup> Sunday 10 <sup>th</sup> , 17 <sup>th</sup> Sunday 24 <sup>th</sup> - 31 <sup>st</sup> Friday 29 <sup>th</sup> - Monday 1 <sup>st</sup> 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
<b>April</b> Wednesday 3 <sup>rd</sup> Sunday 7 <sup>th</sup> Sunday 14 <sup>th</sup> , 21 <sup>st</sup> Saturday 27 <sup>th</sup> & Sunday 28 <sup>th</sup>	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
<b>May</b> Wednesday 8 <sup>th</sup> Sunday 12 <sup>th</sup> , 19 <sup>th</sup> , Saturday 11 <sup>th</sup> Sunday 26 <sup>th</sup> , Wednesday 29 <sup>th</sup>	Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Sunday Runs Weir School, Car Display at Ignatius Park College 50 Year Celebrations All British Day Promotion Willows Markets, Prowl 'n' Coffee Run
<b>June</b> Saturday 1 <sup>st</sup> <b>Sunday 2<sup>nd</sup></b> Sunday 9 <sup>th</sup> , 16 <sup>th</sup> , 23 <sup>rd</sup> Wednesday 12 <sup>th</sup>	All British Day Dinner <b>All British Day, Cathedral School, Mundingburra Townsville</b> Charters Towers Motor Show, Heritage Day Anzac Park, Run Weir School Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville
<b>July</b> Sunday 7 <sup>th</sup> Thursday 11 <sup>th</sup> (rescheduled) Sunday 14 <sup>th</sup> , 21 <sup>st</sup> Sunday 28 <sup>th</sup> , Tuesday 30 <sup>th</sup>	Run Weir School Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Combined Clubs Swap Meet Townsville Show Grounds, Prowl 'N' Coffee Run to The Strand Cyclones Show'n'Shine Jezzine Park, Brunch Run to Balgal Beach
<b>August</b> Sunday 4 <sup>th</sup> , 11 <sup>th</sup> , 18 <sup>th</sup> Saturday 10 <sup>th</sup> Wednesday 14 <sup>th</sup> Sunday 25 <sup>th</sup> Friday 30 <sup>th</sup> - Sunday 1 <sup>st</sup> September	Run to Café Nova, Run to Greenacres, Club BBQ South Townsville Recreational Boating Park Car Display at Rotary Mega Market Reid Park Townsville Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Charters Towers Community Day TARGA Great Barrier Reef Tour – Tablelands/Cairns Overnight
<b>September</b> Sunday 8 <sup>th</sup> , 15 <sup>th</sup> , 29 <sup>th</sup> Wednesday 11 <sup>th</sup> Sunday 22 <sup>nd</sup>	Run Mille J's Burdell, Run Commonwealth Hotel South Townsville, Run Bushland Beach Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Car Display and Breakfast Regis Aged Care Kirwan
<b>October</b> Sunday 6 <sup>th</sup> , 13 <sup>th</sup> , 20 <sup>th</sup> Saturday 19 <sup>th</sup> – Sunday 20 <sup>th</sup> Wednesday 9 <sup>th</sup> Friday 25 <sup>th</sup> <b>Sunday 27<sup>th</sup></b>	Run Weir School, Run to Commonwealth Hotel, Run to Balgal Beach Tour de Cassowary Innisfail and Mission Beach Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Shitbox Rally <b>All British Day Reviver to Giru via Woodstock</b>
<b>November</b> Sunday 3 <sup>rd</sup> , 17 <sup>th</sup> , Sunday 10 <sup>th</sup> Wednesday 13 <sup>th</sup> Saturday 16 <sup>th</sup> , 24 <sup>th</sup>	Runs Weir School Burdekin Machinery Display Brandon Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Christmas Party at Mecure Inn 166 Woolcock St Townsville, Cruise to Mingela for lunch
<b>December</b> Sunday 1 <sup>st</sup> , 8 <sup>th</sup> , 15 <sup>th</sup> , 22 <sup>nd</sup> , 29 <sup>th</sup> Wednesday 11 <sup>th</sup>	Runs Weir School Annual General Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Drive Townsville

**Monthly General Meetings:** Dinner 6:00PM. Meeting: 7.30PM on 2<sup>nd</sup> Wednesday of the month except Jan and Dec. at Cluden Park Motor Inn, 6 University Rd

## Rallies and Events:

Sunday Runs are held every Sunday morning including days when other club events are scheduled, to cater for members unable to attend calendared club events. Members meet at Weir State School Car Park Ross River Rd at 9AM unless otherwise advised. Sunday Runs are sanctioned by the club with official invitation to all members and by posting the event in social media on the JCCNQ [Facebook Group Page](#). Impromptu Events involving one or more cars are sanctioned by the club on an individual case by case basis. Refer to TMR website: <https://www.qld.gov.au/transport/registration/fees/concession/special-interest>

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



## EDITOR's Notes



Our All British Day Reviver to Giru was another huge cruise with many colourful photos taken. All British Day is our flagship event and this cruise is an ABD out in the country. We waited with great anticipation at the Stuart Hotel for the convoy of vehicles from our local clubs to roll in, and they sure did. We received 36,000 views from our sponsored Facebook ads so I think that worked for us. Our interviews on TripleM, TripleT and local ABC helped promote the event too.

The line up of cars at the [Giru Pub](#) was impressive and watching the convoy arrive was a spectacle itself. Dean at [Townsville Jaguar](#) arranged a brand new XF and Range Rover and a beautiful F Type. Justin gave us a big line up of Minis from the [Townsville Mini Garage](#). Check out the event on our [All British Day Facebook Page](#) and also on our Facebook Group and our [ABD JCCNQ website page](#). Thanks to everybody who sent photos in.

The Townsville Bulletin ran the 100 Clubs segment on our club on the 17<sup>th</sup> October. Reporter Elizabeth interviewed Rick and myself. One of Travis's beautiful white 1947 Mark V Jaguars is featured. How great was it for our club to be first cab off the rank! It was good promotion for our club and All British Day. For copyright reasons we can only publish the promotional photo in our NJ and Facebook page. We have the Tour de Cassowary covered by Nigel but the scheduled open day at the Men's Shed was cancelled.

Our coming events section has a flyer for the [BMP Open Day](#) which is quite an impressive display of machinery, static and working, hosted by the Burdekin Machinery Preservationists and is held in conjunction with the Home Hill Water Festival on Saturday. It's on this Sunday and members are looking forward to this big display. We will have some good photos and coverage in the next issue of NJ.

Jim has continued his engine series with a contribution on the Jaguar XK engine, quite appropriately after the 70<sup>th</sup> anniversary of its production in 2018. It is amazing how the XK engine was used in various forms and models for 44 years. It was originally going into the Mark VII at the 1948 London Motor Show but the VII wasn't ready so Sir William, who knew that the motor was a winner, gathered his resources and almost overnight produced a modern looking sports car to be ready for that show. Hence the iconic XK120 was born. The Classics World story concentrates more on the cars produced with the XK engine so I have included an article from the [Jaguar Daimler Heritage Trust](#) which has more of the motor history and photos with technical detail and performance data.

This year is the 60<sup>th</sup> anniversary of the Jaguar Mark 2 so expect to see some coverage on that outstanding model in the next newsletter. I hope you enjoy reading our stories in this NJ. Cheers Joe

**Cover Photo:** We have traditionally held our All British Day Reviver on the last Sunday in October and the weather sure heats up this time of the year in North Queensland. A breezy shady spot and a cool drink is a great way to relax after a cruise. We had a colourful display of cars, a mini ABD in the country. A great way to celebrate and revive the spirit of All BritishDay!



**The Union Jacks fly high over the display of cars and bikes at the Giru International Hotel at our All British Day Reviver. A great day enjoyed by all and the biggest convoy of supporters ever!**





## Coming Events



### Burdekin Machinery Preservationists

Brandon Heritage Centre

21 to 27 Spiller St. Brandon

**Open Day Sunday 10<sup>th</sup> Nov. 2019**

**9 am to 3 pm**

**Admission \$5 per person, kids free**

**Catering available**

Guided tours of precinct - Traction Engine Trailer rides – Marshall Tractor on display

John Tait Steam Gallery will have steam up and running

Engine Alternator Sets from Kalamia and Inkerman Mills

Large Diesel Engines running

Machine Shop and Blacksmith Shop

Pioneer No.1 and Inkerman No.1 Locos on site

Visiting Vintage Cars and Motorbikes

The Old Church Historic display will be open

**Come along and Enjoy the past of working vintage machinery**



## Christmas Party – Saturday 16<sup>th</sup> November 2019

Our annual 2019 Club Christmas Party will be held at the

**Mecure Inn 166 Woolcock Street Townsville.**

We traditionally alternate this occasion to be in and out-of-town every second year to accommodate our regional members.

The beautiful Lakes Room has been booked for this event.

Our annual awards are presented and it is a great night out.

We need to confirm numbers for the dinner booking so please put the date in your calendar and let us know if you are coming along. Accommodation is available for out-of-town members. You can book on line or call Mecure Inn directly on 4759 4900.



## Lunch Run to Mingela Pub – Sunday 24<sup>th</sup> November 2018

Our annual Mingela run is on again. Join us for Sunday lunch and meet up with the Towers Restorers Club.

A decent cruise down the Flinders Highway for the Jags and a great buffet lunch for only \$5.





# Social Events



All British Day Reviver - Sunday 27<sup>th</sup> October

Joe Pannia



Our fourth All British Day Reviver cruise to Giru was undoubtedly the biggest ever. About 100 cars and bikes joined the convoy at the Stuart Hotel. The drive via Woodstock and Majors Creek although a bit dry was still very scenic and enjoyable. Great to see quite a few other marques along supporting us too. People enjoyed the morning barista coffee at Stuart and the BBQ lunch at the Giru International Hotel was excellent. The pub actually ran out of food but thankfully not out of beer.



The display of cars and bikes around the pub was quite impressive. Most of our supporting clubs were there as well as brand new Jags, Landrovers and Minis by Townsville Jaguar and Townsville Mini Garage. It looked like a mini ABD out in the country. People ventured out into the grassy paddocks for a closer look but the hot midday sun kept most in the pub and under the cool shady trees.







The cruise is free for everyone to join the convoy and we like all marques to come since some of our supporters and business do not have British vehicles and sometimes they are temporarily off the road. Also it is such a happy celebration that we want the whole community to join in. Only British marques are displayed at ABD though.



We obtain a permit each year from Motorsport Australia to conduct a multi-club social event for the ABD Reviver cruise and we also advise the local Police Stations at Stuart and Giru as well as the Stuart Hotel and servo. We do all this to comply with our duty of care. Safety is a big concern when such a big convoy is on the road. There were no mishaps at all this year, apart from Eddie and Annie's big V8 hitting a pothole too hard which squared a tyre. The Jag limped home safely though, avoiding the freeway.



This cruise is a great big thank you to everyone who supported All British Day this year and it's also a promotion for next year's event. It also keeps the spirit of all British Day alive. Read more about the history of All British Day and why such an event is celebrated here and around the world on the All British Day page on our website. Also see a full gallery of photos of many of our past ABD's there. Check out our All British Day Facebook page too.



Thank you again to everyone who joined the convoy. A special thank you to Melanie who provided the finest barista coffee for us and of course to our hosts Rosalie and Andrew at the Giru pub who went out of their way to make it a happy family friendly event. See you all again at ABD 2020.











## History of the Jaguar XK Engine

Jim Bateman

Acknowledgement Classics World UK - Words Ian Seabrook Photography Chris Frosin and Jaguar Heritage Trust

Jaguar's iconic XK engine celebrated its 70th birthday in 2018. We chart its development from its debut in the 1948 XK120 until its final appearance in 1992. The development of the Jaguar XK engine, and the XK120 that was powered by it has been covered many times but its history still has a few secrets that might surprise you.



Let's start right at the beginning, with ideas for the XK engine famously being formulated during fire watch sessions at the Foleshill factory in Coventry. William Lyons and his chief engineer Bill Heynes were the key instigators, but it was Walter 'Wally' Hassan and Claude Bailey, both of whom had been lured to Jaguar, who were really instrumental in making the XK leap from a fond dream to a production reality.

Once the war was over, thoughts could readily turn to the new engine, which Lyons initially wanted for a new range of saloons. Wary of competition, he realised there were greater profits to be had through the high-volume sale of saloon cars, so a sports car was not his main priority. But, with Heynes and Hassan both being huge fans of motorsport, it's perhaps not very surprising that thoughts of a sports car began to brew in Coventry.

Four or six?

The initial thinking was to have four and six-cylinder versions of the new engine, and many four-cylinder versions were constructed. It is via Hassan that one such XJ4 engine became available for 'Goldie' Garner to use in his MG land speed record car in 1948, as it was constructed by Thomson and Taylor. It was powerful, pushing Gardner to 176.694 mph, setting a new record for a 2-litre engine. But, there were refinement issues; not much of a consideration when setting land speed records, but important for a road car of the type Lyons wanted to build. Ultimately, these issues could not be overcome.

What drove the need for a new engine? Simply Lyons' desire to build a true 100mph sports saloon. That would require substantial power for the time, and it was quickly realised that the existing Standard-based six-cylinder engine then being used would not be able to provide it. With 160bhp considered the required figure, thinking turned to how best to achieve it. Hassan and Bailey were initially sceptical of the overhead camshaft plan, perhaps because both had previous experience of such units and the difficulties such set-ups can create.



Heynes was more bullish, realising the advantages in terms of breathing and efficiency that an overhead camshaft layout would allow. He was no doubt backed up by Harry Weslake, a consultant engineer who had improved the cylinder head design of the Standard unit and now also lent his expertise to the XK project.

As the Earls Court Motor Show date of October 1948 was fixed, it became a real target. Lyons realised that his saloon plans were not sufficiently developed to reveal Jaguar's next step, so the 3.5-Litre had been reworked into the MkV, with independent front suspension. But, Lyons wanted to create a greater buzz, and his engineers were only too happy to provide it. Maybe, what was needed was a sports car concept?

That this was a fairly late decision is revealed by the chassis structure of the XK120, a cut-down saloon chassis using torsion bar front suspension; Heynes was one of many British engineers influenced by the Citroën Traction Avant.

By September 1948, the final shape was getting close to the final design, but there was just one month until the Motor Show. Certainly, this first car, resplendent in bronze, was not a runner. There are rumours it may even had had a four-cylinder engine at the show, but the bonnet was not for lifting. Jaguar certainly did display four and six-cylinder versions of the new engine, with promotional material claiming that the sports car would appear in production as the XK100 and XK120 depending on power unit. But, vibration issues continued to plague the smaller engine, so four-cylinder engines were quietly shelved.

The Jaguar XK120 'Super Sports' was seen by the motoring press on Friday 22nd October 1948, with one newspaper calling it superior to anything the Italians had in their arsenal. As well as the looks, there was further amazement at the price, for what was going to claim to be the fastest production car you could buy. Even before it turned a wheel, the XK120 was grabbing headlines around the world.

The potential was proven in Jabbeke, Belgium on 30th May 1949, when HKV 500 was driven by Ron 'Soapy' Sutton at 132.6mph. That was a simply remarkable figure for a sports car at the time, and now Jaguar was planning to put it into series production. The timing could not have been better, with the US market desperate to get its hands on British sports cars after the Second World War.

Such was demand that the XK120 was forced to go from limited to full production, which meant a switch from aluminium-over-ash to steel for the main bodywork in April 1950. The range was broadened too, with a delightful fixed-head coupé arriving in 1951 and the pretty drophead coupé in 1953.

We managed to line up a selection of Jaguar XK-engined cars to illustrate its long career.

#### XK120



Built in November 1953, towards the end of XK120 production, this is one of just 107 Open Two Seaters built for the right-hand drive market that year.

To this day, the XK120 is a remarkably pleasant design, and one which turns heads everywhere you go. There is such delicious purity to the design, with very little to spoil the lines. The dainty bumpers, lack of indicators and spats over the rear wheels create a clean shape that's still achingly pretty. But, the beauty extends under the bonnet, where the XK engine looks beautiful and purposeful at the same time. It's the perfect hand to fit in this stylish glove.

Tellingly, Jaguar Heritage volunteer Christian Sharland, who was fortunate enough to be driving the car said, "It's just so nice to drive. It just doesn't feel like a 1953 car." That's probably due to the refinement, meaning that time at the wheel is not jarring and

uncomfortable. The suspension is supple and the huge reserves of torque from the XK engine mean progress is effortlessly brisk. There's no need to extend the engine to make good progress, though one always has to remember the limitations of those drum brakes: use them harshly through a sequence of bends, and they can still begin to fade alarmingly.



### Daimler DS420

Jumping straight to the end of the XK story now, the very last car built that used XK power was the final Daimler DS420. Following Jaguar's purchase of Daimler in 1960, the DS420 was the only new design not shared by both companies. The Daimler badge and grille would be used on plusher versions of Jaguar's saloons right up until 1997, but the DS420 had no Jaguar equivalent.

There's plenty of Jaguar within though, as the structure is simply a lengthened MkX. The rear styling was developed at Browns Lane, where Lyons maintained a keen eye on the project, having successfully lobbied within British Motor Holdings for the Daimler to be the chosen project, ahead of in-house rival Vanden Plas.

As it was, DS420 final production initially took place at the Vanden Plas works in London, but all elements were moved to Browns Lane in 1979, when the Vanden Plas works was closed down. Just over 5000 were built, with over 900 in chassis form to become hearses.



The DS420 here is the very last one built, one of just 22 in that final year – a far cry from the 428 of 1970. It is also the final car built with an XK engine and was kept by Jaguar, passed straight to the Heritage Trust on completion. That may explain the slightly-odd specification, which includes manual windows all-round, and a rather eye-catching metallic red paint job, in stark contrast to the sombre tones of most. The drinks cabinet inside was added later, constructed at Browns Lane and perhaps to give a more exclusive feel to the interior.

Given the choice of travelling to the photoshoot aboard the windswept XK or the capacious Daimler, I must concede I chose comfort.

I soon settled into the part, atop the luxurious rear bench. The ride is as pleasant as you'd expect, though the XK engine is more vocal than seems ideal. It never seems to be working too hard, even as it briskly gathers pace, but it is always makes its presence known.

The interior is a remarkable mixture of old and new worlds, though. There is a mixture of 1960s switchgear, and 1990s. The centre of the dashboard is pure MkX, but with a 1990s cigarette lighter in the middle. The driving compartment is quite cramped, but that's all the better for the motoring editor sitting in the back, who can truly stretch out his legs.

### Mk2 3.8

Representing the compact saloons, Terry Birt's Mk2 3.8 MOD more than fitted the bill. Originally, the powerplant was meant to be the four-cylinder XK engine, but when Jaguar put the 2.4-litre into production in 1955, it had opted for a smaller version of the six-cylinder powerplant.

When the compact saloon evolved into the Mk2, things got even better, with the largest 3.8-litre version now offering a stunning 220bhp SAE. Compact it might be, but the Mk2 was not short of power in this form and it built up a reputation as one of the finest sporting saloons.

These are still exciting cars to drive, and seemingly in demand like never before. Sure, the legendary XK grunt is a huge part of that, but credit must go to Lyons, for skilfully turning Mk1 into Mk2. The slim pillars and curvaceous lines combine to create one of the most handsome Jaguar saloons of all time. The Mk2 was the real volume car for Jaguar, selling over 90,000 units including the later 240/340, but not the V8 Daimler version.



### E-Type 3.8 fhc

Given the sensation that was created when the XK120 was launched, following on from it would take something special. The evolution of the XK line hadn't really done more than just keep that formula going, but the E-Type broke new ground. Choosing a completely new body construction type, and vastly different styling was certainly a bold step, though one confirmed by the work of Malcolm Sayer with the D-Type race car. This remarkable machine used monocoque construction and smooth lines to help it do better with its relatively feeble XK engines than the heavier, more powerful V12 Ferraris. Again, it's the cleanliness of the lines that really do the shape justice, from the smooth open grille, to the dainty front and rear lamps, and those delicate bumpers. The row of three windscreen wipers is just the icing on the cake.





The E-Type's skills were not just skin deep though. At the rear, new independent rear suspension boosted handling without compromising ride, and this design would soon be fitted to the saloons too. While friendly relationships with the press and possibly-tweaked test cars helped promote the myth of the E-Type being a genuine 150mph car, it was the looks that really sold it. That and price. Wily Lyons, as ever, didn't push the price up too high. Whether the E-Type actually delivered effective profits is an argument for another day, but it certainly helped maintain Jaguar's reputation for sporting excellence, even as the E-Type gently evolved into rather less pretty versions of the original.

#### Alvis Scorpion



Yes, you may have noticed that one vehicle in this group rather stands out. It's an Alvis-built Scorpion Combat Vehicle Reconnaissance (Tracked) or CVRT. Well, we couldn't get together a group of XK-powered vehicles without something a bit different. Different this military vehicle certainly is, being the only one of our five that is front-wheel drive for a start. The engine actually sits back-to-front, to drive the seven-speed gearbox and front-most wheels in those impressive tracks. There is also a gun, though it's quite small in, er, tracked military vehicle circles. I'm trying desperately not to call it a tank, because otherwise owner Andrew Baker will tell me off, and if I've learnt anything in life, it's don't upset someone who has a, er, tracked military vehicle.

But how did the XK engine end up in a military vehicle? It turns out the military had a fleet of MkIX saloons, and took the engine out of one to try in a prototype military vehicle. The military-spec already included special pistons to reduce the compression ratio to 7:1 and allow it to run on poor fuels. The trials were successful, and led to the 4.2-litre engine being used in a range of vehicles. It wasn't Jaguar's first military experience – it had developed a V8 for military use prior to this, but it wasn't taken beyond the prototype stage.

Andrew has owned the Scorpion for around 18 years, since it was de-mobbed. It has been fully rebuilt, including the XK engine, the transmission, tracks and wheels, though it still has its night vision equipment, even if the gun has now (thankfully) been decommissioned. Remarkably, Alvis built about 3500 vehicles in this family, of which the FV101 Scorpion is just a 300-odd part. There is the similar Scimitar, Sultan command vehicle, Samaritan ambulance, Striker anti-tank guided missile platform and the Samson armoured recovery vehicle.

To fit in the transport planes of the time, there was a width restriction, which ruled out fitting a vee formation engine. With Alvis being sited in Coventry, it looked locally for a solution, and opted for what is known in military circles as the Jaguar J60 engine. Fitted with a single Solex carburettor, the J60 produces around 195 bhp, enough for a top speed of around 50 mph. Pretty brisk for eight tons of CVRT. Andrew also reckons the brakes are Jaguar items, with them being necessary to make the skid-steer system work. Rather than a steering wheel, the driver pulls on two brake levers to stop, or one to turn. The right foot operates the throttle, while the left operates a gear-change pedal.

Scorpions notably saw action in the first Gulf War, but by the time of the second, Scorpions (and others) still in use were converted to Cummins diesel engines. No Scorpions remain on the British Army fleet, though many of its siblings do.

As the Scorpion accelerates, there is a great cacophony of noise, from the tanks and transmission especially. Yet, there is a growling petrol engine in there with a recognisable beat. Few could have imagined in 1948 that the XK engine would be powering military vehicles in the 21st century.

#### Remarkable flexibility

As you can see, there's great variety amongst the four vehicles we've picked, even before you factor in military applications. The XJ6 Series 3 ensured that the UK would power mainstream Jaguar saloons until 1986, almost 40 years after the engine was launched, while the DS420 kept that going into the 1990s. Such is the fervour around these engines that you can still buy brand new XK engines today, at a price.

Sure, the XK engine isn't perfect – it did like a slug of oil on a pretty regular basis in the early days, and never did its business without liking a decent slurp of fuel either, which is why the AJ6 was developed. But, it powered Jaguars for over four decades, found uses in the military world and, most importantly, found fans all around the world. People fell in love with its low-down pulling power, its punchy mid-range and the glorious noise – not to mention the fact that with the earlier cam covers, this remains a beautiful engine just to look at.

The fact that you could buy a road car, from sporty XK or E-Type to luxurious saloons with the 'same' engine that had won Le Mans several times was the icing on the cake. Sure, those race engines were substantially tweaked for power, but the growl of a D-Type can be heard even within the refined confines of a Daimler DS420. It's the sound of genuine heritage, and a very exciting one.

For seven decades, the XK has been something rather more than just an engine. It was, for some time, the beating heart of Jaguar itself.





The Townsville Bulletin recently started a new feature called 100 Clubs in 100 days and will include a story on a local club every day for a 100 days. We were very pleased to see that the reporter Elizabeth made our club the first story to be published on the 17<sup>th</sup> October. I had originally arranged for Rick who is a retired Bulletin journalist to feature his car as the main picture - Rick's S type is on the cover of the July NJ. Rick couldn't get his car over on the Maggie Island ferry at the time we arranged the interview so I volunteered one of Travis's beautiful Mark V's instead.

TOWNSVILLEBULLETIN.COM.AU

## Club shows off cars 'no other car can match'

JUST one look at a Jag will bring a tear to the eye of members at The...

Chris and I had a bit of a shindig on our veranda and Elizabeth got many sides of our clubs story. Our flagship event All British Day got a good wrap. Mary came along too and so did Jim and Ahu. It turned out also that Michael whose dad Kevin FitzGerald was one of our past presidents wanted to come over that day and sign up so since he lives just around the corner Michael had some fun too.

It was a great party and for a good cause. We can't publish the story in NJ so we just have the promo here.



# Get Well Doug

# Eddie Dykstra

## Happy times for Doug and Glenda.



I'm sure all of us at the Jag club are wishing him a speedy recovery and hope to see them back on the road soon.

Doug went in for heart surgery and unfortunately had a fall in hospital a couple of days later. He hit his head developing some blood on the brain which resulted in more surgery.

The good news is he's now home from hospital and I've spoken to Glenda and he's doing much better.



Here's a photo of Doug coming home from hospital in style!!



This month yet again, I have nothing to report on Georgie, my 1989 XJS coupe. She's dependable and seems to be running well and has received NO attention for months now – but perhaps I'm jinxed now by mentioning it!! Shock!! Horror!! - I have succumbed yet again to temporary madness, and have added to my Jaguar fleet, which now numbers 3 registered cars, one viable project and a spares car – but I'll leave the details for next time.

### Prince Caspian – 1965 Mark X 4.2



As I mentioned last month, The Prince has been holding court at a local workshop, undergoing a thorough independent check-up, including some attention to niggling little issues I have not gotten around to fixing myself. These include:

- Kickdown gearchange has suddenly stopped working. I know I haven't interfered with the cable – but it turns out there's almost no way I would have found the cause by myself. I needed to sit in the cab and depress the throttle cable while Chris inspected operations in the engine bay, and Lo and Behold; the tiny clip retaining the cable sheath, allowing the cable to actually move and interact with the gearbox, had popped off and was now missing. A new clip will fix that.
- Engaging the PARK pawl was becoming a bit hit-and-miss. Adjustment is really a 2-man operation – so I sat in the car on the hoist, jiggling around with the gearchange lever while Chris made tiny adjustments at the gearbox end of the cable. Luckily the pawl itself appears to be intact and working (Rick – take note!). Hopefully, problem solved.
- The inhibitor switch – which allows you to start the engine in "Park" or "Neutral" but prevents you engaging the starter when in gear – needs adjusting. I have to jiggle the gear lever in "Neutral" to start the engine. Hopefully this is a simple adjustment.
- The car was not overheating, but seemed to be losing coolant from somewhere, always needing to be topped up even with the after-market overflow/recovery tank. The culprit was an incorrect (non-recovery) radiator cap!!
- There is some play in the rear wheel bearings. They're only 4 years old, but it's better to be safe than sorry, so these will be replaced.

I haven't got the car back yet, but hopefully I will - in good time to take it out for a shakedown run to Giru for the All British Day Reviver on 27<sup>th</sup> October. Can't wait.....

### The Purrly Queen – 1965 3.4S



Fresh from her successful outing last month to Cairns and beyond for the Targa Great Barrier Reef event, you would be forgiven for thinking there's nothing left to sort out on "er Maj", but you would be wrong. You'll remember the messy but effective weld repair on the water rail I reported on in the September magazine – I can't find a new one so I've managed to source a very used rail which, after some machining, more

welding and a lot of elbow grease, now nearly looks good enough. It just requires a last polish before fitting.....





In August I noted the poor fitting of the rear window chrome strip – well, the repair I did then has not held up. Fixes to other people's work is always frustrating, so I took the strip off completely and started again. I discovered that the "windscreen professional" who had fitted the rear window with a new rubber supplied by



me, had not only damaged the outside rubber edge in one section, but had also used superglue in a couple of places, for reasons that are beyond me. Superglue on rubber is brittle and VERY hard to remove without taking some of the rubber with you, but patience and a sharp blade did the trick. I've now re-fitted 2 windscreen chrome strips and have picked up a trick or two – such as fitting and setting one side at a time (not trying to fit both sides at once). With time on my hands, I now have a near-perfect fit on both the inner and outer edges. I've resolved to ALWAYS fit these chrome strips myself. They look brilliant when fitted correctly, but can let a vehicle down if not.

Last weekend, the Queen and I set off for our next adventure, to Mission Beach and Innisfail for the Tour de Cassowary, organised by the Far North Queensland Restorers Club. I followed a pretty little Ferrari onto the Innisfail Esplanade where we joined a host of other really interesting vehicles and their proud owners. We were the only club members from Townsville to take part, but I was delighted to catch up with David & Wendy Anderson and Jim Raw, in Jim's Sovereign, and Graham and Pauline Hepburn in a Ferrari 365. Ron and Wendy Byrnes were there also – Ron as timekeeper and concours judge

The event was open to all vehicles over 30 years old, attracting a large number of Austin Healeys, MGs, a couple of Ferraris, Mustangs etc.....too



many makes to mention them all. Of note (to us Jag freaks!) was a black S2 E Type from Mission Beach which I had not seen before. In really fantastic condition.



The day was hot so we set off a little early for the first stage, an Observation Run from Innisfail to Mena Creek, where we stopped for lunch. A number of us had arrived solo, but I was lucky enough to find the enchanting Shannara (pun intended!) to be my navigator. We chatted away so much we missed the first 2 Obs! Thanks, Shannara, for your company – and your local knowledge of the terrain.

Lunch at Mena Creek was festive. We took up the whole covered beer garden area and most of the available parking – but I heard no complaints! Instructions were given for the next stage – a timed run to Bingil Bay. We had to select



our own target time and try to get to the end as close to our target as possible – after stopping at the King Reef Resort in Kurrimine to collect a bauble (just to prove we had been there!). I was made to do a silly dance to earn my bauble – despite the drinks bought at the bar!!

We passed the timing table a minute or so before our chosen time of 71 minutes – nowhere near as close to target as many other participants!! We cruised along to Mission Beach, then along to Wongaling Beach, before setting ourselves up on the grass in front of Castaways Hotel for the Concours judging.

A couple of beers in the hot sun, wielding a polishing rag, listening to some '60s music, and pretty soon the judges – our own very knowledgeable Ron, the aforementioned Shanara and the delightful Ingrid, inspected all the qualifying cars in amazing detail as a host of visitors and locals inspected and admired the vast array of incredible machinery on display – including Ron's 1908 FN (apologies for the poor quality photo), and our host Allan Blair's lovely boat-tail Austin 7.



Soon it was time for dinner and trophies. There were a number of categories, and apologies for not remembering them all, but here are a few:

- Car of the Tour - a lovely VW Kombi
- Best European car: Ferrari 365, owned by our own Graham & Pauline Hepburn
- Best British car: would you believe it? The Purrly Queen!
- Best modified car: EH Holden, owned by Ron Schilling – well known by many of us in the car fraternity in Townsville.

The following morning a number of us set off for Tully for a final photoshoot at The Big Boot before setting off for home.

The drive back to Townsville was hot but satisfying – at least until Cardwell, where the Queen decided to take a “rest” after I stopped to buy some bananas. Clearly an electrical problem (not fuel), I burned my hands getting the distributor cap off to clean up the points and rotor, after ensuring the coil was ok, and all was good. While this was happening, who should pull up beside me for a chat but John Benton, who has recently relocated to Cardwell from Townsville!

Anyway, all was good, and I soon set off for the final leg of the return home, but by now I was running late – too late to drop in to Balgal Beach to catch up with the Townsville Jag fish ‘n chip brigade.

The weekend was really enjoyable, a credit to the FNQ Restorers Club, and especially to Allan Blair and his cohorts who organised the whole event. It takes a lot of work and dedication to hold events such as this. Thanks a million. See you all next year.....







### Six Cylinder XK Engine 1948 – 1992

3.4 Litre XK Engine in the Trust's XK120 – [NUB 120](#)



World War Two put a stop to private vehicle production and all manufacturers turned to war work. SS Cars was no exception and they repaired aircraft as well as supplying sidecars and trailers to the armed forces. William Lyons started planning a 100 mph saloon that would be available post-war which would need a new, more powerful, engine that would set a new standard in power plants and he also understood the importance of it looking attractive. Lyons was fortunate to have three very talented engineers working for him: William Heynes, Walter Hassan and Claude Baily. They spent the hours during fire-watching duties discussing the requirements and planning a series of engines. In the pre-war years the small four-cylinder 1½ litre saloon sold in larger

numbers than the six-cylinder 2½ litre and 3½ litre models. Lyons foresaw a period of post-war austerity when there would be a greater demand for a smaller engine car. Consequently, both four and six cylinder versions were envisaged.

At the end of the war Jaguar Cars already had running a four-cylinder engine with a three-bearing crankshaft, a bore and stroke of 76 x 98 mm giving a capacity of 1,790 cc. The testing on the 4 cylinder engine allowed them to develop the overall layout of: twin overhead cams, two valves per cylinder, hemispherical combustion chambers, polished cam covers, fuelled by twin [SU carburettors](#).

A six-cylinder version of the XK engine was also developed, initially with a bore and stroke of 83 x 98 mm for a capacity of 3,181 cc. This was run for the first time on 15 September 1947 giving a power output of 142 bhp at 5,000 rpm. The six-cylinder layout proved better and smoother than the four cylinder and development work concentrated on this version. The 3.2 litre six-cylinder engine offered no increase in power over the 3.5 litre pushrod engine that was already in use by Jaguar. The stroke was lengthened to 106 mm to give a swept volume of 3,442 cc and power increased to 160 bhp at 5,000 rpm. Jaguar now had a smooth-running, six-cylinder, double overhead camshaft (DOHC) engine and this was put into production.

XK120 Launch at the 1948 Earls Court Motor Show



The Mark VII saloon wasn't ready for the 1948 London Motor Show so in a remarkably short time Lyons, assisted by Fred Gardner and William Heynes produced a low, two-seat, modern-looking and very stylish sports car – the [XK120](#). This was powered by a 3.4 litre 'XK120' engine with twin SU carburettors.

The XK engine would go on to power the Mark VII when it was launched at the 1950 Motor Show and many other Jaguar and Daimler cars for the next 40 years.



## XK Engine production line



Development work on the six-cylinder version continued and even while the unit was in production it was being modified and improved. Successes with the 3.4 litre XK-powered [C-types](#) at Le Mans increased Jaguar's global sales and gave Jaguar an increase in revenue that enabled the development of a smaller saloon.

The 4 cylinder version of the XK engine was never considered smooth enough to power the smaller saloons and work commenced on shrinking the dimensions of the six cylinder XK engine. In July 1951, tests were run on an engine with a bore and stroke of 88 x 66 mm for a capacity of 1,986 cc. Figures record 113 bhp at 6,000 rpm, not quite what was hoped for by Jaguar. However, by early 1954, an engine with a bore and

stroke of 83 x 76 mm for a capacity of 2,483 cc was producing 155 bhp at 6,000 rpm on the test bench. This was ideal for the small unitary construction saloon that was nearing completion and gave the options of the 2.4 and 3.4 litre engines.

## D-Type engine with triple Weber carburettors in the Trust's long nose [D-Type 393 RW](#)



This remarkable engine showed no signs of ageing and a 3.8 litre version was used by the very successful racing [D-types](#) in 1956. This was used in the XK150S, the Mark IX saloon and for the [1961 E-type](#) and Mark X saloon when it was fitted with triple 2" SU carburetors.

## Mundy, Hassan, Heynes, and Bailey with an XK Engine with triple SU carburetors



By the mid-1960s Jaguar Cars were working on a new saloon and wanted more power from the XK, so the engine was further enlarged to 4.2 litres, again with triple SUs, and first unveiled for the E-type and 420/420G saloons in 1966.

In 1968 the new Jaguar [XJ6](#) saloon was announced with the 4.2-litre engine and quickly established new standards across the automotive industry. By now well over 250,000 XK engines had been manufactured and it was to remain in production to power the new generation of Jaguars throughout the 1970s and 1980s.



Sectioned 6 Cylinder XK Engine with fuel injection. On display in the [Collection Centre at Gaydon](#).



What had begun during the long hours of fire watches during the war had progressed through several designs and re-designs to become one of the world's truly great engines. While Jaguar had enlarged the XK to 4.2 litres many enterprising engineers and race drivers would expand their XKs to even greater capacity. Initially the engine used SU carburettors and also for some applications the [Zenith-Stromberg](#) was fitted, especially in the E-type for federal markets, but by the end of its life Lucas and Bosch fuel-injection systems had been developed for installation.

Other applications for the unit were considered by Jaguar and one of them was to adapt the 4.2-litre XK for [military](#)

[use](#). Having passed stringent trials by the Army the XK was chosen for fitting to the Alvis Scorpion range of light tanks and tracked armoured vehicles. The Scorpion, Scimitar, Samaritan and Samson army vehicles with Jaguar AJ60 (XK) engines have seen operational duty in Croatia, Bosnia, the Falklands and Iraq.

The Jaguar XK engine may be over seventy years old and long out of production, almost 700,000 were built and specialists around the globe still rebuild, restore and fettle the adaptable engine for enthusiasts, collectors and every day owners who never cease to marvel at the power – and the distinctive sound – of a well-tuned six-cylinder XK engine.

The last [Daimler DS420 Limousine](#) powered by the last production XK engine



The last production XK engine was installed in the last [Daimler DS420 Limousine](#) built at Browns Lane in 1992 – [L420 YAC](#) – now in the Jaguar Daimler Heritage Trust's Collection.  
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