



NORTHERN JAGUAR MAGAZINE



BALGAL BEACH RUN

Sunday 25th October 2015

OCTOBER 2015 - EDITION

CALENDAR OF EVENTS 2015*

CLUB MEETINGS: Time: 7.30PM on 1st Wednesday of each month except January and December (no meeting)

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

*Note these events are only suggestions at this stage until discussed at our meetings.

<u>FEBRUARY 2015</u> Wednesday 4th Sunday 22nd	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld Drive via Woodstock to Giru Hotel for lunch.
<u>MARCH</u> Wednesday 4th Sunday 22nd Fri/Sat/Sun 27,28,29th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld Sausage Sizzle Willows Markets Overnight Tablelands (Yungaburra Markets Sat Morning)
<u>APRIL</u> Wednesday 1st Easter 3rd to 6th Sun 19th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld Easter Holidays Lunch at Forrest Beach (Early run this month because of Easter & Anzac Day 25th)
<u>MAY</u> Wednesday 6th Sunday 24th Sat/Sun 30th/31st	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld Sausage Sizzle Willows Markets Overnight Airlie Beach
<u>JUNE</u> Wednesday 3rd Saturday 13th Sunday 14th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld International Meet & Greet (Location TBA) All British Day at Cathedral School (confirmed)
<u>JULY</u> Wednesday 1st Sunday 12th Sunday 26th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld Sausage Sizzle Willows Markets Run to Tyto Wetlands, Ingham (Lunch at the Café)
<u>AUGUST</u> Wednesday 5th Sat/Sun 29/30th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld Trip to Dingo Beach North of Bowen – Cancelled, Replaced by BBQ at Pallarenda
<u>SEPTEMBER</u> Wednesday 2nd Sunday 13th Sun 27th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld Sausage Sizzle Willows Markets - Cancelled Drive to Charters Towers for lunch
<u>OCTOBER</u> Wednesday 7th Sunday 25th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld Dinner before the meeting at 6:00PM Drive to Balgal Beach with Veteran, Vintage & Historic Motor Club & Mini Club
<u>NOVEMBER</u> Wednesday 4th Saturday 21st Sunday 22nd	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld Christmas Dinner at Monte Carlo Motor Inn 45 Bowen Rd Townsville - Confirmed Recovery Breakfast/AGM - At Reg and Jan's 76 Robertson St Railway Estate - Confirmed

NOTES:

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

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

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JOE PANNIA

SOCIAL EVENTS

DRIVE to BALGAL BEACH - Sunday 25th October 2015 by Jan Fels

What a lovely day we had on Sunday for our run to Balgal Beach with the Mini and Veteran Car Clubs. With shade from the trees and a shelter we managed to stay out of the sun and still enjoy the breeze off the sea.



We did not see too many cricket bats but the Mini club did bring along a set of Bocce balls and played quite a few games. Everyone else was happy to sit around and share their treats.



Rahayu brought along her famous Indonesian fritters minus the chillies. Thanks for that Rahayu. Jean shared her lovely Rock Buns and Jan her new recipe Rocky Road cheese cake. After all that not many people felt like lunch. All up we had 29 people turn up from the 3 clubs.





Ian & Rita along with their daughter arrived with chairs and news they will be shifting to Toowoomba in the New Year. We are going to miss them. It was good to see Joe & Chris also Phil, Nigel & Lesley. Once again Chris was looking spectacular in her Jag shoes, hat, top and not sure about the rest. Our thanks to Jim, Rahayu and Alan for finding such a great location.



Next Year it would be good to continue this get together with other clubs. Probably our most successful were the Identification Runs with our club cooking up a feast of sausages at the end of the run. Also our run to Alva Beach was very successful as many local Club Members from the Veteran Car Club attended. Perhaps as Nigel has suggested we can have a theme. Funny hats made from car parts might be fun. [Not sure what the fellas would think of that idea, they might find some important parts missing from their cars.] That way it makes for a friendlier get together and the club members would mingle more.



Thanks to all Members who attended on Sunday. Hope to see you and all other Members at our Christmas Dinner at the Monte Carlo on Saturday November 21st. Remember Secret Santa. This year we have to find a gift to the value of \$6 and starting with the letter 'U'. Not sure if we will need all those Umbrellas we are sure to receive.

COMING EVENT

CHRISTMAS PARTY - DINNER, BREAKFAST AND AGM

SATURDAY/SUNDAY 21st /22nd November 2015

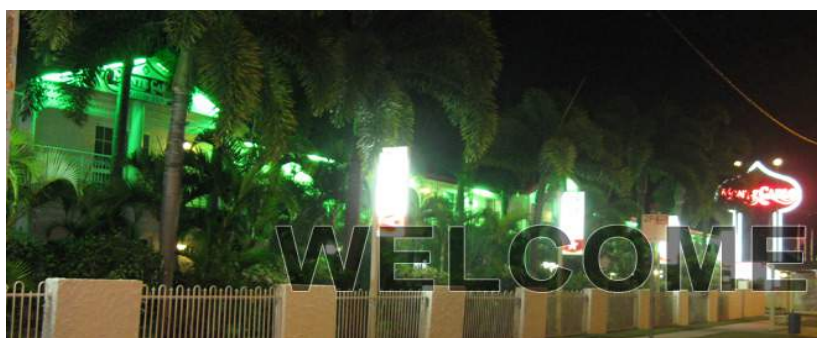


After a few bumps and hiccups we have decided to cancel the Christmas trip to Yungaburra and instead hold our Christmas Dinner at the Monte Carlo Motor Inn in Townsville. The Motel is located at 45 Bowen Road, Rosslea phone 47 252555.

For members wishing to stay the night at the Motel, rates are: Double room \$115 Single \$110 and Twin Share are \$125. When booking in to stay the night please mention Jaguar Club and if more than 10 rooms are booked we will receive another 5% discount.

Dinner will be \$45 per head and of this the club will contribute \$20 per head.
Drinks and nibbles at 6.00pm and dinner at 7.00pm
After dinner there will be presentation of the trophies.

Sunday morning breakfast will be at Reg & Jan's home at 76 Robertson Street, Railway Estate at 8.00am, the club will pay for breakfast. Following breakfast we will have the Annual General Meeting and select a new committee. The Club will then take a break until the first meeting in February 2016.



Monte Carlo Motor Inn - 45 Bowen Road Townsville

MEMBERS STORY

Battling on with my 1965 4.2l Mark 10 (Caspian) – Part 6

by Nigel Miller

Friday, 16th October 2015

Cooling system

The radiator mounting rubbers finally arrived, and it was all-systems-go for fitting the radiator. But of course, with Jags, there's no such thing as a straight forward operation. Although the new viscous coupling LOOKED right, clearly it was not, because the radiator and the front of the coupling were fouling each other. The OEM coupling is no longer available and the replacement unit was obviously slightly longer/thicker than the original, so I racked my brain to see how to resolve this - which I did temporarily by adapting the top radiator mounts to allow the radiator to slant about 1cm forward, which just gives enough clearance so the coupling will not destroy the radiator vanes. Phew!!

I filled up with water, added some Muckowt, and ran the engine for about 20 minutes, to flush out those parts of the cooling system that I had not properly cleaned previously. This was specifically aimed at the heater radiator, which proceeded to flow steadily from the overflow pipe - so obviously there's a leak there. But we don't need heaters up here in the Far North, so this will be added to my To-Do list for after I get the car registered. (*Or so I thought.....*) After flushing and draining, the water was not too badly discoloured, so I guess the waterways are fairly clear now. No leaks from the hoses.

However the (!@#%) coupling is still fouling the radiator. A discussion with the technical boys at The Jaguar Driver Magazine (UK) was of little help, so I've had a plate made to mount the fan directly to the water pump so I can run without the viscous coupling. A temporary solution while I nut out a more permanent and acceptable fix. Not totally satisfactory - yet!



Here's the adaptor plate, manufactured by Trevor Sweeney of Northern Hard Surfacers (in Bayswater Road). They do excellent work, and no job is too small for them to undertake - and they don't charge an arm and a leg - just the arm!

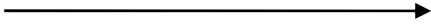
I could not isolate the leaking heater system - believe it or not the vacuum activated heater valve is normally open, and is closed by vacuum (not the other way round), so leaking through the overflow cannot be shut off by turning the heating off on the dashboard.

I removed the heater box (which requires removal of the cam covers) to find the heater matrix was completely rusted out, so a new matrix was fitted to the heater radiator by Bayswater Radiators. The rusted sections of the heater box were cut out and new sections fitted. It seems that the gaskets, cushions and seals for the heater unit are not available, so I'll have to make them up as I go along. It may take a while to replace this unit!!



The rusted-out heater box.....

.....and now the rust has been cut away, and a replacement plate manufactured by Trevor, ready for installation of the reconditioned radiator.



Brakes

The front brake pads were fitted, but needed a slight filing along the top and bottom edges to fit snugly into the calipers - not much more than a coat of paint's worth, but it made all the difference. The new hoses from the reservoirs to the master cylinder were fitted, and the banjo bolts re-connected with new copper washers. Brakes have been bled - front only, but at least enough to give some braking, so I can turn the car around in the shed to gain access to the independent rear suspension (IRS) unit.

Engine

As mentioned above, the engine has been run. I had previously drained all the old engine oil and replaced it, so I added some engine flush, then re-drained the system, and replaced the old oil filter.

While running the engine, I noticed a blowing from the exhaust manifold where it connects to the exhaust downpipe, so, after the engine had cooled, I removed both of the manifolds - and a good thing too, because the studs connecting to the exhaust flange were in a very bad way. Only 3 per side were there, and the forward manifold flange was missing a stud hole - it had cracked off!

Another panic moment, because manifolds will be as easy to find as hen's teeth, and freight would be prohibitive. But I took them round to Bob Parkes in Anne Street, and they referred me to Trevor Sweeney at Northern Hard Surfacers, who was confident he could fix them both up by weld-filling the broken piece, and repairing the stud threads - and the following day they were ready, for much less than I had expected to pay.

Of course, when you get this far with a job, you have to finish it properly, so I took the repaired manifolds to Tony at Bare Naked Industries, who sand-blasted them back to bare metal, ready for painting up with high-temp matt black paint.

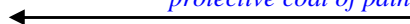
I managed to source the new studs from Auto-1, and gaskets and seals from Prestige Jaguar. Everything was fitted back to the car, and looked particularly good, but one stud managed to pull itself through the thread in the manifold, so off it came again to be fixed with a helicoil.



This weld repair will be invisible when the manifold is painted - with high-temp paint of course!



The manifolds, freshly sand-blasted and waiting for a protective coat of paint.



I mentioned last month that I had noticed a pooling of red oil under the auto gearbox. With the exhaust downpipes free of the manifolds, I could now move them aside to get access to the auto gearbox sump bolts.

I drained the sump and removed the sump bolts, coincidentally discovering why I had the oil leak. All 14 bolts were only finger tight, so obviously over the years they had worked themselves loose. I suppose I could have fixed the leak by just tightening the bolts, but the oil was a bit carbonised, and there was a hint of sediment in the bottom of the sump, so after a good clean up, I changed the filter and replaced the sump, this time correctly torqued to the required tightness. No hint of a leak, so at least this job has been carried out in a straightforward manner!

On that happy note, I'll finish up for this month. Next month, I hope to report some significant progress with the upholstery etc.

Cheers for now, and enjoy those Jags!!

MEMBERS STORY

Jaguar Independent Rear Suspension

Up until the early 1960's, it was relatively rare for British production cars to have independently sprung rear wheels, until Jaguar's independent rear suspension system (IRS) was first introduced, at the launch of the iconic "E" Type in 1961. It provided an unprecedented combination of smooth ride and excellent roadholding, together with low levels of noise, vibration and harshness. The first generation version of the IRS was in development for 5 years, and was available in 3 track widths, 50", 54" and 58", and was to remain essentially unchanged until 1996, when some fundamental adaptations were made for the second generation IRS, which was first fitted to the XJ40 and subsequent models.

Perhaps the most significant feature of the IRS was that it is built around a steel crossbeam, and is (supposedly!) relatively easy to remove as a unit. A Jaguar IRS unit is easy to identify, as it includes 2 coil springs and dampers on each side - 4 in total - and the brake callipers are mounted centrally, on either side of the differential.



Looks like a work of art! Would seem a shame to put it on a car and get it dirty.....

"Jaguar E-Type Series 3 rear subframe" by David Lacey - From <http://www.xketype.com> with permission from the Author. Licensed under Attribution via Commons - https://commons.wikimedia.org/wiki/File:Jaguar_E-Type_Series_3_rear_subframe.jpg#/media/File:Jaguar_E-Type_Series_3_rear_subframe.jpg

The first generation IRS was fitted to the following cars:

E Type S1 & S2	50" track width
E Type S3	54"
S-Type	54"
420	54"
Mark 10	58"
420G	58"
XJ6 S1, S2 & S3	58"
XJ12 S1, S2 & S3	58"
XJS	58"
Daimler DS420	58"

Having nearly finished dealing with most of the issues with the front end of my Mark 10, I will shortly be turning my attention to the rear, and will be removing (or rather attempting to remove!) the rear sub-frame in a couple of weeks, as soon as I can safely turn the car around. If any club members would like to come over to see the process, please contact me on 0400 599 637.

Maybe you're thinking of doing the same thing yourself and are looking for tips.....

Maybe you've done it before and can give advice.....

Maybe you want to have a laugh at my amateur mechanics efforts.....

Maybe you just want to have a good cup of coffee.....

Please feel free to call me to make a suitable arrangement.

Nigel Miller

The JCCNQ Tool Register



In August, many of our members will have received a "discussion paper" by email, from me, proposing the setting up of a tool "library". There has been considerable debate at the monthly meetings held in August and September, and it has now been agreed by the Management Committee to implement a register of tools owned by individual members, which could be made available for other members to use, if required, when working on their Jaguars. I have agreed to co-ordinate this register, so I'd like to set out how I propose to administer it - at least to start with:

- The very first thing to make absolutely clear to everyone, is that participation in the register is **entirely voluntary**. Many people are reluctant to lend out their tools for very valid reasons, particularly those who use their tools to generate their income, and we should all respect that.
- Any member who feels comfortable lending out their tools, can send to me a list of the tools they can make available to others.
- Any member who is working on their car, and who needs a particular tool, can contact me, so I can put them in touch with the person who has the tool. You can then make a suitable arrangement between yourselves.....
- I know it's understood, but it needs to be mentioned - any person borrowing tools under this scheme will be expected to look after them, and to return them in good condition, in the agreed time-frame. If a tool gets damaged or destroyed while out on loan, the borrower will be expected to repair or replace it, to the owner's satisfaction.

Those of us who work on our own cars know how frustrating it is when you need a particular tool to complete a job. In many cases these tools are freely available at stores such as Supercheap Auto, Repco etc., but often you need a tool for a one-off purpose, and why buy a tool if you'll only ever use it once? And who knows, a scheme such as this one could encourage some of us to start working on our cars rather than paying others to do the work for us!

So, in the first instance, I'm making an appeal to all members who have any tools that they are prepared to lend out to others, to contact me, **Nigel Miller**:

my phone number is: [0400 599 637](tel:0400599637)

and my email address is millwind@bigpond.net.au.

This is an ideal opportunity to go out into that shed and look into those dusty corners and find those tools you haven't used for years!

No tool is too big or too small for our register!

Don't throw old tools away - if you don't want to keep them, consider "donating" them to your club!

If you are looking for tools for your current project, give me a call and we'll see if we can help. We've already had a couple of members come forward, so we have some tools already on the list, so you never know, you might be lucky!

I hope to publish a list of tools available for borrowing, in next month's magazine.

by Nigel Miller

MEMBERS STORY

This story is by one of our past President's Peter Carlson (1996-2003) who some will remember. Peter was a prolific contributor to the newsletter with many great stories in the old publications which you can read on our website. He had a dedicated monthly spot called "Peter's Panorama" – down memory lane here!

ACROSS THE CAPE BY STEEL HORSE

Ever since retiring at the end of 2003, I regretted not having travelled on the iconic Gulflander while living in Townsville. When the opportunity arose to return to the north during September this year, it seemed this might be the chance to re-live my childhood memories of travelling by ancient rail motor (a converted International truck really) on the Kingaroy line when coming home from holidays from boarding school.

When I broached the idea with Bill and Jean Honniball, Jean kindly gathered all the relevant information and posted it to me. This showed that a ride on the Savannahlander could be included as well. The plan was to drive to Cairns, put the car in storage there, travel by bus to Karumba on Monday, spend Tuesday sightseeing, travel by bus back to Normanton on Wednesday morning (early) to catch the Gulflander to Croydon, then be taken by bus across to Georgetown and down to Forsayth for the night. Thursday was to be a trip out to Cobbold Gorge and back for a second night in Forsayth before catching the Savannahlander there early the next morning. That would take us to Mt Surprise for an afternoon tour of the Undara Lava Tubes before returning for our overnight stay in Mt Surprise (or at Undara if you wanted). Saturday would see us continue on the Savannahlander to Almadon, Dimbulah, Mareeba, Kuranda, reaching Cairns at 6:30 pm. The Savannahlander office in Cairns did all the bookings for me and posted all my tickets and itinerary to Bill and Jean's address for me to pick up on the way.

The only change to the plan was that Monday and Tuesday nights would be in Normanton as suitable accommodation was not available in Karumba. This turned out to be a bonus as on Tuesday I was able to hire a car in Normanton and drive out on the Burketown road to the site of Burke and Wills most northerly campsite (camp 119) beside a lagoon off the Little Bynoe River. In the afternoon I drove up to Karumba to see what changes had taken place in the intervening 44 years since my last visit. The road was much better for a start – dual lane bitumen instead of melon holes full of bulldust. The roads we had travelled on the previous day coming across from Cairns had been good too. Some stretches of narrow bitumen but the road shoulders were in very good condition. Brought some banana prawns back with me from Karumba which went very well with some freshly cooked chips from the kitchen of the Central Hotel where I stayed in Normanton. (The previous night's meal of fresh barramundi, salad and chips was excellent.)

An early start the next morning allowed time for a tour of the well presented Normanton Railway Station and rail museum which showed a video depicting the early days of the line to Croydon. Originally the government intended the railway to go from Normanton to Cloncurry to bring gold from there to the port of Normanton but when gold was discovered at Croydon some years of indecision followed. While the government dithered the railway department decided to build the first 30 miles of track travelling south from Normanton so they could go to either town when a decision was reached. The engineer in charge built the line in a manner unique in Australia and probably the world. Instead of wooden sleepers and ballast he used steel sleepers shaped something like guttering on a roof. The ground was simply ploughed up and the sleepers (made by the Toowoomba Foundry) were inverted



and pushed into the dirt leaving a flat face to carry the rails at ground level. His belief that this method would prevent flood damage and be cost effective (no suitable timber available locally) has proved correct as 97% of the original sleepers are still in use today. By 1888 Croydon was the third biggest town in Queensland so the rails turned a corner and headed there. Rolling stock was brought out from England and landed at a purpose built wharf at Normanton. The last steam train ran in 1929 and this loco is on display at the Normanton Station. Since then only rail motors have run on the line. We left Normanton on RM93 (delayed for a few minutes by two low loaders carrying dump trucks parked on the line) a 1950s Ipswich built machine powered by a 1935 Gardner 6LW diesel out of a yacht, rated at 130hp. Its original 6LW has been rebuilt and is in storage as a backup. It was derated to 102hp to prevent reckless drivers from over speeding. Drive is through a 4 speed crash gearbox and a reversible diff.

Top speed allowed on this line is 25mph (the railways don't believe in metric nonsense) but the first hour's travel was slower than this as we crept across the Norman River flood plain. The view out of the driver's window was alarming. Each rail has a life of its own, going its own way and appearing to have no relationship with the other. Only when crossing the Norman River bridge do they run in parallel like normal rail lines. No sign of "Franklin" the young croc this trip. A flood marker beside the line showed the 1974 flood (by far the biggest recorded) covered the line to a depth of nearly 20ft yet we were travelling on the unmolested track laid 125 years ago – a testament to the engineer's ingenious construction method. Next we passed the ruins of the old township of Clarina. The last inhabitants here were a Chinese market gardener, his wife and thirteen daughters. (If any man needed a shed it must have been him.) He had a home made railway trolley and when the wind was in the right direction he would hoist a sail and sail into Normanton with his produce. Then we passed some permanent water holes where water was pumped up for the trains and wood was cut for the fire boxes. Coal was never used on this line – it was too expensive to bring up from the south. Then we stopped beside a mail box in the middle of nowhere. It belonged to Haydon Station and we had mail to deliver. Next stop was Black Bull Siding for smoko which was provided from the back of RM93. The pannikins we had each been given back at Normanton were put to use here. An old corrugated iron goods shed and outhouse still remain here as well as a rusted out water tank for filling the boilers.



Peter's E-type was a regular huge attraction at ALL British Day

Global Unveiling of Jaguar Land Rover Bond Cars

3



Jaguar Land Rover celebrated its vehicles appearing in the new Bond adventure, **SPECTRE**.

Cars, including the Jaguar C-X75, Range Rover Sport SVR and the iconic Land Rover Defender, stole the show as they were unveiled in public for the first time at the palatial Thurn und Taxis in Frankfurt.

Naomie Harris (Moneypenny) and David Bautista (Hinx) were guests of honour at the glamorous event showcasing special stunt vehicles used in the latest instalment of the James Bond series. Guests were entertained by British singer and musician John Newman, who performed a number of top ten hits from his album.

SPECTRE, the 24th James Bond film, from Albert R. Broccoli's EON Productions, Metro-Goldwyn-Mayer Studios and Sony Pictures Entertainment, sees the **Jaguar C-X75** drive through the moonlit streets of Rome in one of the movie's most iconic high speed chase scenes. Driven by Hinx, played by David Bautista, the C-X75 supercar, named the most advanced Jaguar ever created, was provided by Jaguar Land Rover Special Vehicle Operations (SVO) in collaboration with development partner Williams Advanced Engineering headquarters in Oxfordshire, England.

SVO was created in June 2014 to focus on meeting the increasing expectations of today's most discerning and enthusiastic Jaguar and Land Rover customers. Working on the development of high performance versions of existing models, luxury bespoke commissions and limited run collector editions, it represents the very pinnacle of the two iconic brands.

Specially modified Land Rover Defenders and the fastest, most powerful Land Rover ever, the Range Rover Sport SVR also star in major action sequences shot in Austria. The highly capable Defenders were constructed by the JLR Special Operations division with huge 37-inch diameter off-road tyres and enhanced body protection to tackle the challenging terrain of the snow-covered mountain roads used for filming.

Actor David Bautista said, *"To have the opportunity to be a part of an iconic chase scene in a Bond movie and to drive the C X75 supercar was like a dream come true for me. It truly is a beautiful beast of a car that will go down in movie history."*

Naomie Harris, who will reprise the role of Moneypenny in SPECTRE said: *"I made my Bond debut in the Defender, and I have so many fond memories shooting that sequence in Turkey. It's such a special franchise to be a part of, and I'm thrilled to be here in Frankfurt with the Jaguar Land Rover team"*.

Managing Director of Jaguar Land Rover Special Operations, John Edwards, said: *"For Jaguar Land Rover to once again be a part of the iconic vehicle line ups in one of the most celebrated film franchises in the world represents a proud moment for us. It's an incredible opportunity to showcase production and concept cars alike and we look forward to continuing this relationship well into the future."*

Fans around the world will be treated to a host of exclusive behind the scenes SPECTRE content on Jaguar and Land Rover's social channels and brand new websites, including special access to unseen footage and interviews with the design SVO and stunt teams as well as a stunning 360 dynamic walk-around of the Jaguar C-X75.

SPECTRE is released worldwide from October 2015.



PARTS FOR SALE



Brand new set of top and bottom Ball Joints to fit XJ6-Series3

Cost to buy new \$340 > Asking Price \$200

Phone: Peter 0431 224 061



JAG FOR SALE 1970 XJ6

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

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



JAG FOR SALE 1965 Daimler V8

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

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

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

Currently on Club Registration. Selling As-Is without registration.
Details: 1965 Daimler V8

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



JAG FOR SALE 1981 XJ6 Series 3



No photos.

No email.

Similar to this. Unregistered

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

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

CLUB MERCHANDISE - FOR SALE



< Mugs \$10ea, Coolers (4 colours) \$7ea >
Key Rings from \$5ea >>
Ring Reg or Jan 4721 3636



Watch \$25



Jim's "BAZAAR"

For mens belts, watches, key rings etc etc –



Belt \$20



Key Ring \$6



Key Ring/Watch \$15

Phone Jim Bateman 0448 569 191

CLASSIFIEDS - FOR SALE

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

The following businesses are supporters of the club by providing club members with genuine discounts on products and services. Please support them and remember your Membership Card to obtain discounts.



KEN ACE AUTO-AIR
CAR - TRUCK - HEAVY EQUIPMENT
AIR-CONDITIONING



A.B.N. 64 838 514 791

27 BLOODWOOD DRIVE,
SERENE VALLEY, Q. 4816.
FAX: (07) 4780 4679
MOBILE: 0407 804 679

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

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Joke: A pirate walks into a bar with an eyepatch, pegleg, and hook for a hand. The bartender notices his leg, "How did you get that pegleg?"

The pirate replies, "It were many years ago. I were walkin' on the deck when a wave swept a shark aboard. The shark bit my leg off!"

"Wow," replies the bartender. "What about that hand?"

The pirate replies, "It were many years ago. I were walkin' on the deck when a wave swept a killer whale aboard. The whale bit my hand off!"

"Oh," replies the bartender. "How about the eye?"

The pirate replies, "It were many years ago. I were walkin' on the deck when a seagull came outta nowhere and pooped in my eye."

"And that blinded you?" asked the bartender.

"No, it was my first day with the hook

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2015 Jaguar models



XK (end 2015)



F-PACE



XJ



XF



F-TYPE



XE