



Northern Jaguar

We are the Jag Lovers of North Queensland

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October 2018



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**Picnic Lunch at Alva Beach Ayr with the Mini Club and
Townsville Vintage Veteran and Historic Motor Vehicle Club**



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



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PRESIDENT'S Report

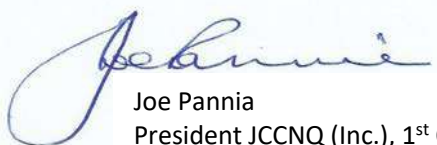


September was another active month with five events if you include our meeting and dinner which I like to think is not only a regular and effective way of managing the affairs of our club but also a fun social occasion. We had quite a few highlights - the Car Display at the Regis Aged Care Home at Kirwan was a good way for our club to support the local community. The morning was enjoyed by members, residents and staff. We have been invited to come again, so we will book a time in the New Year. It was interesting how the news earlier in the month was about the royal commission into aged care. Not one to judge but the nursing home appeared to be looking after the residents, those we saw looked happy enough. It was great to join in with the Mini Club and TVV&HMC for our lunch run to Alva Beach. Members enjoyed getting together with motoring enthusiasts from our other local clubs and thank to Gary from the TVV&HMC for organising it and inviting us.

Our Sunday Runs continue to be popular and members seem very pleased that there is a place to meet on a Sunday morning. The Weir School carpark assembly point serves us well and the Jags are seen by lots of passing traffic. Chris and I have been in the club for almost two decades now, the Sunday runs have always been on, not as regularly and not patronised a lot. Back twenty years they were early morning breakfast runs at 7AM. Not my cup of tea, a bit too early and we liked going to the Sunday morning markets back then. They became afternoon runs and Chris and I were always there. We had a points system for Member of the Year and I got that award twice mainly because of our attendance at the Sunday Runs, so I was told. The BBQ breakfast at Pallarenda was another great Sunday morning out. Travis gave us a treat bringing along one of the two Mark V's he recently acquired. Good on you Travis, we want more of those old classics in the club and we will be so proud of them at All British Day. The club supplied food for the barby and this was a good way to be equitable to our members who can't leave town and enjoy the club incentives provided as an inducement to get around our huge coverage area.

Our All British Day Reviver is on Sunday 28th October. Let's see if we can make this as popular as ABD was this year. This now traditional cruise has the potential to be a very popular and worthy event and another great way to celebrate and preserve the history of the British Motor Industry. I know that ABD is not the only thing we do and all our other activities are earnestly supported, but in terms of the benefit to the club and the community it is a hundred times more praiseworthy. And I love it! We have contacted the other clubs and an invite will go out shortly. Augers well for a great run. Also check out our ABD Facebook page. The Marque club has kindly offered to have Pricy drive one of their MG's to Giru, we have invited him and it will be a good promotion for ABD if he does come.

Looking forward to the Ravenswood 150 celebrations this Saturday, the Tablelands overnighter in mid-October, and our final big event for 2018, the AGM and Christmas Party.



Joe Pannia

President JCCNQ (Inc.), 1st October 2018

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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 | Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville 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 | Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville 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 | Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville 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 | Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville 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 Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville 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 | Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville 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 | Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville 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 | Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville 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 28 th | Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville Ravenswood 150 Year Celebrations Tastes of the Tablelands Festival and Car Show All British Day Reviver to Giru via Woodstock |
| <u>November</u> Wednesday 7 th Sunday 11 th Saturday 24 th - Sunday 25 th | Meeting at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville 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



Everyone has a different perspective on our events so it's good to see new contributors to our NJ this time. Thanks to Peter, Sue and Ken for the stories on our runs to the Regis Aged Care and Alva Beach. Sue's comment on Facebook about the 98 year old resident's extensive knowledge of Jaguars prompted that story. Peter's story which included some natural history of our Alva Beach picnic site stems from his extensive professional knowledge of our coast and reef.

We have five more calendared events to cover in our remaining two 2018 NJ's. I am happy to contribute a story on the All British Day Reviver - love to do it as ABD is my pet subject if you haven't already guessed. I am asking for volunteers to write stories on the Ravenswood and Tablelands outings, so I'm checking before the events to make it easier. There must be someone who would like to fill us all in on these events.

We have a story by Nigel on the Sunday Rockpool Cruise and also the Pallarenda BBQ. Thanks to Glenda's photos, I have included Facebook comments and also Bernie's photos on our breakfast at Pallarenda held only yesterday, that's fresh news!

One of the highlights of our Pallarenda BBQ was seeing Travis's new acquisitions of two beautiful white 1950's Mark V's, one of which he brought along. We were all so envious. All British Day will never be the same again if these two white beauties show up. The Mark V was the first Jag I was aware of as a kid. I have been threatening to write a story on that and will do so one day. Jim has also got on to the Mark V topic by contributing a story on this iconic and well-loved Jaguar. Seems a good idea to have input on subjects topical at the time.

We have also got some photos and comments on the TARGA Rally that

Russell and Claire participated in. Information and photos are from Nigel's Facebook Group posts. Great to have this worthy event covered here for all members to see. Might get some more information to you next time. Well done to both of them.

Chris's Famous Jag story is about Simon Templar from the Saint TV series. Interesting to have our local connection with the graphitised saint version on the face of our Castle Hill. Painted by JCUNQ students in the early 1970's, I knew those students well but was not one of them.

Mary and Rick have been busy packing for their Tahiti trip so no member story again. If anyone would like to volunteer to be the subject or the writer to help us out here please let me know. We've got another short technical story from Jag Central, some new ads and also new club merchandise for sale. Happy reading.

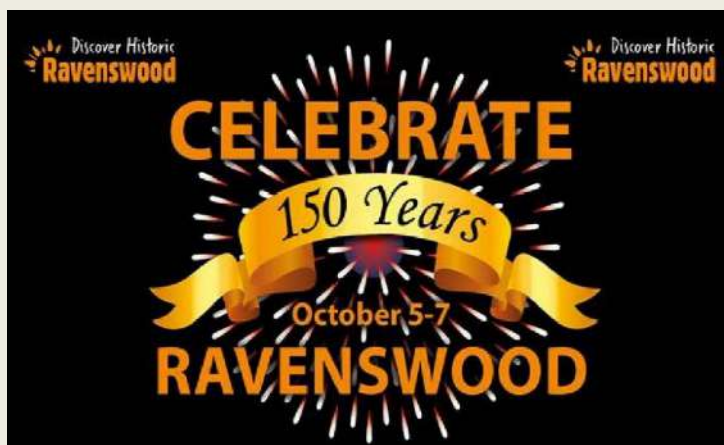
Cover Photo: A multi-club Cruise and Picnic Lunch at Alva Beach Ayr with the TVV&HMC and Mini Clubs. The two gentlemen in the foreground are the proud owners of the formidable American straight-8's, the 1935 Packard and 1936 Buick, see story inside. Always very sociable to join in with other clubs at events. Thanks to the TVV&HMC for inviting us.



Typical Sunday morning scene at the Weir State School Carpark – Run to Regis Aged Car for a Car Display



Coming Events



Celebrate Ravenswood's sesquicentennial

with a spectacular weekend of entertainment for the whole family. The town's gold mining history through to the present day mining operations is transformed by a mosaic art project by Local artist Shelley Burt in the town common.

There will be a vehicle parade and display also roaming theatre group, live music, market stalls and family entertainment. The Parade is on at 10AM Saturday.

The Club has organised a day trip on **Saturday 6th October**. We are very welcome in the Parade and we can display our Jags in the grassed area in front of the Courthouse. See the program, sitemap and our itinerary sent out on 29-Sep-18.



Tastes of the Tablelands Festival - Atherton - Sunday 14th October

The festival is hosted by the Rotary Club of Atherton. Visitors are encouraged to plan on spending the day at the Festival as there will be lots to do including non-stop entertainment, workshops, cookery demonstrations and competitions to watch. Classic cars, children's activities and working artists will also be featured on the day. And of course the highlight of the day is plenty of gourmet food and cool drinks to enjoy. Farmers from across the region will be selling their produce on the day allowing visitors to see fresh produce at its best. Visitors can wander through the many stalls that sell or display the products from our Tableland and Far North area. This festival shows how diverse the Tableland region is and what wonderful products can come from one region.

Please make your room bookings ASAP – refer to the club invite sent out on 16-Aug-18



All British Day Reviver – Sunday 28th October 2018

Our annual October run to Giru via Woodstock is a great cruise not to be missed. It's a thank you to our All British Day enthusiasts. We invite all the participating clubs, businesses and supporters to join a cruise to celebrate ABD. We drive our cars and ride our bikes so it's almost as much fun as the day itself! We meet at the Stuart Hotel at 9AM and leave in convoy at 10AM via Woodstock to Giru for a BBQ lunch. A Barista Coffee Van will be at Stuart and will join the convoy to Giru. This has the potential to be a very popular event, a great way to celebrate the history of the British Motor Industry. **Let's keep the spirit of All British Day alive and promote next year's 2019 ABD!**



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.*



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



Car Display at Regis Aged Care Kirwan

Sue and Ken Cryer



On Sunday 9th September 13 Jags met at the Weir School. They then traveled in convoy to the Regis Retirement Village and Nursing home in Kirwan. The club members enjoyed a great free breakfast put on by Jade and the cafe staff. We thank them for the great food and the smiling service all morning.

After breakfast we were met with great enthusiasm from the residents of the nursing home and village. Some came in beds, some came in wheelchairs and some walking with their carers and the staff of the nursing home.

One of the residents, a 98 year old lady and her son, came up to Ken and the E type, reminiscing about the time she and her husband had a Jag in the sixties, it was a Mark II with the 3.8 motor she said, it was manual and quite fast to drive. She went on to talk about all the cars they had owned over the years commenting on their engine size, number of cylinders, even



including the types of wheels. She spoke with great delight about all the cars at the display. Her son was very surprised about her memory of the cars, even though she corrected him about the types and engines a

couple of times. She said "No it wasn't a Zepher it was a Simca". He then thought about it and agreed.



The residents enjoyed having their photos taken with the cars. The weather was a beautiful 33 degrees with a slight breeze to keep us cool. A great day was had by the residents and the club members.

We look forward to doing it all again next year, giving a little joy to the residents, and us a chance to show off our old cars as the residents remember them.





On Sunday 16th September the club did a lunchtime picnic run to Alva Beach at the kind invitation of the Townsville Veteran, Vintage and Historic Motor Club. We were joined by the Mini Club and also met up with the Burdekin Branch of the TVV&HMC. It is an ideal run for old Jag's and new, taking roughly one hour past Mt Elliot along the highway to Ayr, and another 15 minutes to the beach. The picnic ground is very pleasant with green grass and some spectacular Banyan trees to shade

river mouth was 40 kilometres to the west near the Barratta Creek - or so I recently learned from a scientific paper. How things change.

But to return to the main point, there was a great bunch of cars including around half a dozen Jags and perhaps a dozen non Jags from both Townsville and the Burdekin. I know it is letting down the side a bit, but I confess to being most impressed by the magnificent 1935 Burgundy Packard 1205 Straight-8 driven by



The picnic and general chatter were good and I learnt quite a bit about the joys of adjusting brakes on vehicles that have a hybrid hydraulic/mechanical. Sounds like a system that only the British could invent, but I have no doubt it sounded like a good idea in the 1950's. There was also an interesting conversation about dealing with dirty



Gary Crowdy. The sheer size of this vehicle is impressive, on par with an old Rolls, and gives this machine a road presence that my Mk2 just can't match. On the American theme there was also the beautiful 1936 Buick Series 40 Coupe owned by Peter Kleehammer that came down from Townsville and a 1929 Yellow Chevrolet

the cars. The beach, on the other side of a large wooded sand dune from the picnic ground, goes for miles to the north to the long sand spit of Cape Bowling Green. For those who are interested in a small history detour, this whole area is built on sand that has come out of the Burdekin river over the last few thousand years – a river that has changed its course ten times in the last ten thousand years. Apparently just three thousand years ago, the

Roadster. There was also some nice Morris, MG's and others.



fuel tanks and vapour lock caused by hot fuel lines close to exhaust systems. I learned from Warren O'Donnell who is restoring a 1920's Vauxhall that there is a company in

South Australia that will make from scratch pistons and rings for any vehicle. You just give them an example of a piston, and they make it. For us Jag owners, where engine

parts are very easy to obtain, this may not seem like a big deal, but for many of the older and rarer cars it is a life saver. It is always good to hear other people's trials and tribulations with restoration and running old cars so that you don't feel that you are the only one who has some very strange problems.

Thanks to Joe and the TVV&HMC for organising a very pleasant day. Hope to see you all next year. There is apparently a one in a thousand chance that the Burdekin River will be in a different place by then, so we will let you know beforehand if we need to take the inland route.



Coffee & Cruise – The Rock Pool and Cape Pallarenda

The days are getting warmer, the sun hotter and the grass dryer. What better to do than take the Jags out for a leisurely spin, stop for coffee and perhaps a bite to eat, and talk a lot of nonsense with great people?

On **23rd September** we set off from our usual meeting point at Weir School, bound for The Rock Pool and the Fish Inn. While waiting for everyone to arrive, we waved Garry past along Ross River Road in his S3 XJ6 on his way to a TVVHMC event. Barry suggested a route to take in a cruise along the Strand so I “volunteered” him as convoy leader for the day. All went well until we encountered a temporary detour just in front of the Marina, at which point our iron discipline and meticulous adherence to plan completely disintegrated, and we all bomb shelled in different directions! So near, and yet so far! No problem though, we all knew where we were going so got to the right place – Jezzine Barracks car park - eventually.



Thelma (88) and Don (95) McDonald, Sue's mum and dad, joined us for breakfast; judging by their smiles, they had a good time – and so did we. Lovely to meet you both.

Eddie and Bernie are in pensive mood checking out the seascape. Meanwhile, Ross seems to be searching for something in Judy's handbag? Or is it a man-bag?



Lee and Lynne caught up with us briefly at the Fish Inn, on their way to Odyssey for coffee. Lee left the house this morning sporting her treasured Jaguar brooches, but sadly when she got home, the growler was missing (pictured here). It must have fallen off somewhere. Sad faces in the Miller camp – but at least I have an idea for Christmas.....



The following Sunday **30th September** we decided to try something a bit different. We have discussed doing our own BBQ breakfast for some time now, so let's at it!



Most of us met up at Freemason's Park at Cape Pallarenda, while a few others congregated at Weir School to come along a little later. I arrived at the park just before 9:00am to be greeted by Doug and Glenda, who had reserved a couple of BBQ spots for us, and Travis Smith, giving a first outing to his magnificent 1950 Mark V 3.5ltr. It certainly took a while to get over my shock and admiration for this beautiful beast – so BBQ setup was a bit delayed!

Bob helped with logistics (tables, chairs etc) with his camper-truck, forgoing the pleasure of bringing his S-Type – but we couldn't have done it without you. And yes, he even has a car/truck sign on display!

When the apocalypse comes Bob, you know where I live so you can pick me up.....





All in all, we had an impressive turnout of 12 Jags, some of which feature in Glenda's collage above, with 20 members bringing along several guests, making it a real family day out. We had expected 22 mouths to feed and catered for 25, but in the end there were at least 29 for breakfast – but all was well, there was plenty of food to go around, and no-one went hungry.



Pork bangers sizzling away merrily.....

Many hands make light work – but complicated by a temperamental BBQ. The light was on, but no-one was at home.....



Now where's my sausage?

All in all, a really fun day. Thanks to all of you who helped with the shopping, transport, cooking etc – we couldn't have done it without you. And thanks to all for coming and making our morning out.



Bonus for the day – Lynne found Lee's growler brooch, lost last week, snagged inside Lee's handbag. Don't know how it got there, but you know the saying **"DON'T LOOK A GIFT CAT IN THE MOUTH"**. We must have been born lucky – but I would rather have won the lottery.....

P.S. Don't forget to check out more photos and anecdotes of our outings, and other matters of general Jag interest, in our Facebook Group.

Pallarenda BBQ Breakfast - Sunday 30th September

(Glenda's facebook comment and photos, also photos by Bernie)

Such a lovely day for a BBQ brunch at Pallarenda. A very big thank you to Nigel for organizing and shopping; a big thank you to all who helped with the cooking and preparing; and a big thank you to everyone for coming along and making this such a fun event. Love our Sunday get-togethers! I didn't get photos of all the cars today, but I think we had 10?





Famous Jags

Chris Pannia

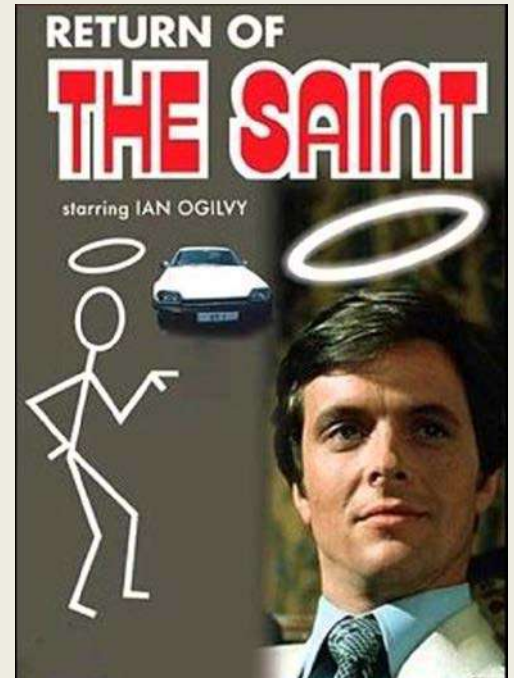
Jaguar XJS in the Saint TV Series

One of Townsville's most important landmarks is Castle Hill, it has received recognition in recent years for its gruelling goat track and as a place to be seen exercising. It has another claim to fame steeped in history reaching back to the seventies and connected to the antics of students at James Cook University. Long term Townsvilleans recognise the iconic symbol of the saint painted on the cliff facing North Ward as an established historic feature that is part of our cultural heritage - the spirit of the saint protecting the city. This edifying creation was based on the symbol of the saint used in the 1970's British TV series of the same name starring Roger Moore as Simon Templar. However, in this series



the Saint drove a Volvo 1800. As Roger Moore became very involved in his role as James Bond a new series was

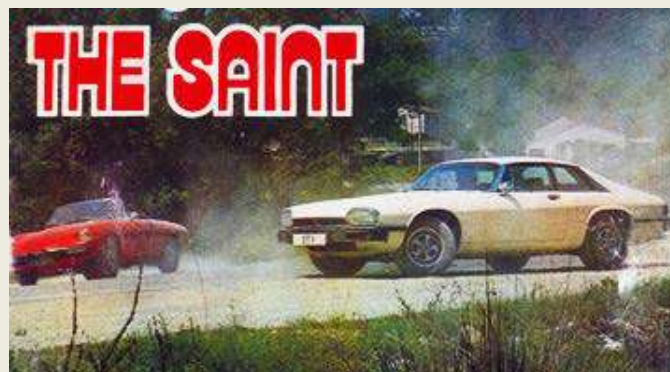
developed called The Return of the Saint which starred Ian Ogilvy and he drove a White Jaguar XJS. Although it lasted only 2 years it turned out it was plenty of time to get a large amount of Jaguar Saint merchandise out on the market.



The Saint's Jaguar was used in 20 of the 24 episodes of Return of The Saint. The original Saint's Jaguar supplied directly from the factory was originally registered as PWK 530R and was marked as a XJ27 (aka XJS) test vehicle that British Leyland had borrowed previously to modify the engine and suspension. A metal sunroof option was added, and the car features a rare V-12 with manual gearbox drive-train (99% of all V-12 XJS' were equipped with automatic transmissions). The car had a white exterior and a tan "cinnamon" leather interior. The car was built on August 22, 1975 and given to the television series, The Return of The Saint, on April 15, 1977. Simon Templar had a mobile car phone added to his Jaguar XJS -- quite a rarity for 1978.



The primary Jaguar XJS used in the shooting of Return of the Saint was found in 1993 by Saint fans David Cleary and Alistair Stewart. The car was purchased by Alistair and moved to Aberdeen. He sold the car a couple years later (around 1995) at a classic car auction to a car dealer named Ivor Bleaney of IB Classic Cars. It was then sold on to an owner in the Scottish (Shetland) Islands, where it was stored in a shed for a few years before the owner tried to sell the car in 2003.



The XJ-S was sold in 2003 to the current owner, who returned it to London at that time. In 2008 it was moved to the Northwest part of the UK. The car continues to be restored and driven, having passed roadworthiness on the first attempt after those years of storage. As of April 2008, the registration has been changed from PWK 530R to something a little more personalized. The owner has



released some interesting comments about the car suggesting it will be repainted at some point to get a better finish on it -- the car wants stripping to bare metal and repainting but the interior is in excellent condition and will be kept original. The Saint's Jaguar is quicker than most old XJS's and hit 133mph on a private track recently with more to offer. It handles well and doesn't roll as much as normal XJS's. It has a little Saint stickman on the bonnet that obviously wasn't in the series. People do stop and ask about the car. The car came with a big info folder with pics/receipts for work done etc and a certificate from Jaguar confirming it was the main car used.



This article was prompted by Travis's acquisition of two beautiful 1950's Jaguar Mark V's.



The Jaguar Mark V (pronounced mark five) is a luxury automobile built by Jaguar Cars Ltd of Coventry in England from 1948 to 1951. It was available as a four door Saloon (sedan) and a two door convertible known as the Drop Head Coupé, both versions seating five adults. It was the first Jaguar with independent front suspension, first with hydraulic brakes, first with fender skirts (spats), first specifically designed to be produced in both Right and Left Hand Drive configurations, first with disc centre wheels, first with smaller wider 16" balloon tires, first to be offered with sealed headlamps and flashing turn signals for the important American market, and the last model to use the pushrod engines.

The Mark V was introduced to distributors and the press on 30 September 1948 and launched on 27 October 1948 at the London Motor Show at the same time as the announcement of the XK120, with which it shared a stand. The XK120, though not quite ready for production, was the star of the show. However, the Mark V vastly outsold the XK120 by roughly 5,000 cars per year as compared to 2,000 cars per year for the XK120. Three cars were built in late 1948 and saloon production was well under way at the factory on Swallow Road at Holbrook Lane in the Foleshill district of Coventry by March 1949, though the DHC was delayed for some months, and the last cars were built in mid-1951.

While the XK120 had a new overhead-camshaft XK engine, the Mark V retained the 1946-48 driveline including the overhead-valve pushrod straight-6 2½L and 3½L engines, now since 1946 produced by Jaguar, which the company had previously purchased from the Standard Motor Company before the war, and the four-speed single-helical gearbox produced by both Jaguar and the Moss Gear Company of Birmingham. Automatic transmission was not available at this



time. The 1½L Standard engine used in previous models was not offered in the Mark V. Claimed power output in this application was 102 bhp (76 kW)[9] for the 2664 cc Mark V and 125 bhp (93 kW) for its more popular 3485 cc sibling.

The chassis frame was new with deep box sections and cross bracing for improved stiffness in handling and cornering, and independent front suspension by double wishbones and torsion bars, an arrangement that would be used by Jaguar for many future vehicles. It has weldments and brackets provided for both Left Hand and Right Hand Drive brake and clutch pedal linkages, so the chassis could be assembled in either configuration. It also had hydraulic brakes, which were necessary with the independent suspension, and which Jaguar had been slow to adopt compared to other manufacturers, and an all pressed steel body on the saloon, though the DHC still had wood framing in the doors. Another new feature was that the rear of the chassis swept over the rear axle to provide greater movement for improved comfort, where on previous models it had been underslung.

The styling of the car followed pre-war SS-Jaguar lines with upright chrome grille and the leaping Jaguar radiator cap mascot was available as an option. The Autocar called it rich yet with unostentatious looks, in outline halfway between the old and new.[13] There is a distinct hint of the recently modernised Bentley look in the style of the front grill. The wheels were 16-inch (410 mm) steel-disc type, significantly smaller than the 18-inch (460 mm) wheels on the MK IV. From the side, a distinctive styling touch on the saloon was a "tuck in" curve at the base of the rear quarter window following the curved profile of the side glass, a feature retained on many subsequent models. Rear-wheel spats (fender skirts) were standard. There was also a drop head coupé version.

For the UK and most foreign markets, 7.7" Lucas PF770 headlamps were used, along with flip-out trafficator semifore turn indicators. For the important American market, 7" sealed headlights were used, along with flashing turn signals incorporated into the front side lamp and rear tail lamp units, the trafficators being deleted.

The Mark V was available in 12 single paint colors, in various combinations with 7 upholstery colors, but the factory did not offer two-tone treatment, nor did they offer white wall tires. Two cars were done by the factory in two-tone schemes, and 32 others in various special colors, for unknown reasons. Others may have been repainted as two-tone by American dealers before or after the sale, as well as fitting white wall tires.

A 3½ litre car tested by The Motor magazine in 1949 had a top speed of 90.7 mph (146.0 km/h) and could accelerate from 0–60 mph (97 km/h) in 20.4 seconds. The Autocar called the steering light at all speeds and free from road reaction, and said the new suspension showed great merit in comfort and stability, with performance figures very satisfactory.[13] Jaguar's test engineer Norman Dewis used a Mark V regularly. When asked about the top speed he saw in his car, he commented that he verified 90 mph once, but the thrill of the moment did not encourage repeating the feat. A fuel consumption of 18.2 miles per imperial gallon (15.5 L/100 km; 15.2 mpg US) was recorded. The test car cost £1263 including taxes.

In 1951 the Mark V was replaced by the Jaguar Mark VII. The Mark VII had the same 10-foot (3.0 m) wheelbase as the Mark V, but a longer and more streamlined-looking body, which continued in production with little outward change through the Jaguars Mark VIII and Mark IX until 1961.

The origin of the Mark V name, always printed in company documents as a Roman numeral V, never an Arabic number 5, is somewhat mysterious as there had been no Mk I to IV Jaguars and the MK IV designation was only given to its predecessor after the launch of the Mark V. Chairman and chief stylist William Lyons (Sir William after 1956) and his team of body-shop assistants known as panel beaters put together five prototype bodies with various chassis experiments in the 1946-1948

period before he was satisfied with the result, and the chosen one was known as Mark V in internal documents. Lyons explained this in a speech given on 30 September 1948 to introduce the new car to distributors and members of the press, so that is how the Mark V got its name. A photograph of the discarded prototypes survives with the Jaguar. Daimler Heritage Trust



Comments and images from Facebook Group posts by Nigel Miller

WHAT IS THE TARGA GREAT BARRIER REEF TOUR?

The Targa Tour is a unique opportunity to take part in the world renowned 'Targa Australia' Tarmac events as a motoring enthusiast. You will enjoy the freedom of driving your pride and joy, your classic restoration, or your brand new GT in 'Special Stages' of our events. You will rub shoulders with legends, feel the rush of the corners, the exhilaration of mountainous roads and enjoy a bonding journey like no other. This is a team event, just as the main competition, each driver depends on their navigator to guide them through each stage and relies upon them to arrive at the next stage. This is the Ultimate driving experience.



Aug 21: Russell's race suit for the Targa Great Barrier Reef have arrived. Only a few days to go - anticipation is mounting.....



Aug 31: Here is Russell's XJS at scrutineering yesterday for the Targa Great Barrier Reef event which started today. Glen & Karen, do you recognise your old car? Russell and Claire (navigator) aren't on Facebook but on behalf of the club, we all admire your dedication over the last few months preparing the car, and we wish you every success. I wanted to be there today to cheer Russell and Claire off, but couldn't make it to Cairns in the end. ...



Sep2: "We were airborne today 3 times.....had a ball. Claire stopped talking to me a couple of times got a bit scared. She's doing very well."

Sep 2: "Targafest Cairns. About 10,000 people came out to welcome the cars home tonight and inspect the vehicles. Started at 6am this morning raced all day...then Targafest till 10pm...exhausted. 6am start tomorrow, Kuranda range first up. We managed a 0 on the Malanda stage - that means we came in dead on time. Very rare."





Technical Matters



Jag Central Update

Nigel Miller

XJS cooling system (continued)



As noted last month, I fitted coolant filter socks to my 1989 XJS after having the radiator re-cored. I was a little sceptical at first about the need for the filters, but in the end I convinced myself to try them, and you can see the result lying in the bottom of this plastic basin. There's an impressive amount of junk after only 525 miles (840 kms) in 4 weeks, with a clean radiator and fresh coolant. Not quite the golfball-sized lump I had been warned to expect, but significant nevertheless. I'd rather have this gunk out of my engine rather than in, so I can mark this experiment down as a success.

XJS – another milestone

I took this photo of my odometer on Wednesday 19th September as I was parking up in my shed. That's 2 cars rolling over 100,000 miles in 2 months. My philosophy is to use my Jags as much as I can – they're not cosseted display models, so the unavoidable consequence of that is increased mileage. (Is there such a word as "kilometerage?") Won't get to see this reading again for a while!



Purrrly Queen update



Not an awful lot to report in the last month. The wheel rims have now come back from powder-coating, and look fantastic. All they need now is some decent tyres – but of course the required size 185:80:15 is not common. My preference is for a whitewall tyre, similar to the one fitted to the Mark X, but this might be asking too much.





Still haven't fitted the door panels, but the centre console is ready for fitting – and looks fantastic!

I recently bought an S-Type as a spares car, which I've already found useful for some little bits and pieces, such as matching door hinge bolts etc. It's been neglected and is very dirty, but mechanically it's complete and relatively sound. I've removed the carburettors and made a start on rebuilding them (at least cleaning so far!) for eventual installation onto the Queen. I've never done this before, and neither has Ross who wanted to watch the process. It's been like the blind leading the

blind, but so far everything is going smoothly. More reports to come.....



Finally, for this month, I received my Production Record Trace Certificate from the Jaguar Daimler Heritage Trust, which has thrown up a couple of surprises. The car is registered as a 1966 model, but actually left the Jaguar factory on 12th April 1965, fully 207 days BEFORE the Mark X. So, it's now officially a 1965 model – and my negotiations for its previous licence plate JAG 66 have now been put in doubt! It was delivered to Henlys, London so was not originally an Australian-registered car, so must have been imported privately sometime later. Also, the paintwork was Opalescent Silver Grey. So that's cleared THAT up!



JAGUAR
HERITAGE TRUST

Production Record Trace Certificate number 62828

Prepared for Nigel Miller

We certify that the details given below are a true copy of an entry in the original factory records for the vehicle with the chassis number quoted:

| | |
|------------------------|--------------------------|
| Make and model | Jaguar S-type 3.8 litre |
| Body style | Saloon, right-hand drive |
| Date of manufacture | 12 April 1965 |
| Chassis number | P1B 4006 BW |
| Engine number | 7B 4612-B |
| Body number | 4B 4566 |
| Gearbox number | JBC 23777 P |
| Transmission | Automatic |
| Exterior paint colour | Opalescent Silver Grey |
| Interior trim colour | Red |
| Hood (soft top) colour | Not applicable |
| Original distributor | Henlys, London |
| Original dealer | Retail |
| Date of dispatch | 21 April 1965 |
| Registration mark | Not recorded |
| Remarks | |

This certificate was issued by the JDHT on 10 September 2018

Nigel Miller
Jaguar Daimler Heritage Trust

Land Rover Limited / Jaguar Daimler Heritage Trust 2018



There is a typo on this certificate, so a correct one is being prepared by JDHT - on condition the old one is destroyed!



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 - \$11,000

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



CLUB MERCHANDISE FOR SALE



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



Keyring - \$5



Belt Buckle - \$40



Keyring - \$5



Belt \$20



Hoodie \$35



Key Ring \$6



Badge \$5



Stubby Cooler \$5



Leather Cap \$30

For all club merchandise, including men's belts, keyrings etc.
Phone Jim Bateman 0448 569 191



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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- Hennessey VENOM GT** \$1.1 MILLION
 - TOP SPEED 287 MPH
 - 7 LITRE TWIN-TURBO V8 ENGINE
 - 1500 HORSEPOWER
 - 0-60 MPH IN 2 SECONDS
- Zenvo ST1** \$1.2 MILLION
 - TOP SPEED 233 MPH
 - 7 LITRE V8 ENGINE
 - 1104 HORSEPOWER
 - 0-60 MPH IN 2 SECONDS
- Ferrari LA FERRARI** \$1.3 MILLION
 - TOP SPEED 217 MPH
 - 8.3 LITRE V12 ENGINE
 - 789 HORSEPOWER
 - 0-60 MPH IN LESS THAN 3 SECONDS
- Pagani HUAYRA** \$1.3 MILLION
 - TOP SPEED 230 MPH
 - 6 LITRE V12 ENGINE
 - 700 HORSEPOWER
 - 0-60 MPH IN 3.3 SECONDS

- Koenigsegg ONE:1** \$2 MILLION
 - TOP SPEED 273 MPH
 - 5 LITRE V8 ENGINE
 - 1340 HORSEPOWER
 - 0-60 MPH IN 2.8 SECONDS
- Ferrari F60 AMERICA** \$3.2 MILLION
 - TOP SPEED 200 MPH
 - 6.3 LITRE V12 ENGINE
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 - 0-60 MPH IN 3.1 SECONDS
- Bugatti VEYRON** \$3.4 MILLION
 - TOP SPEED 254 MPH
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 - 0-60 MPH IN 2.5 SECONDS
- W Motors LYKAN HYPERSPORT** \$3.4 MILLION
 - TOP SPEED 245 MPH
 - 3.7 LITRE V8 ENGINE
 - 750 HORSEPOWER
 - 0-60 MPH IN 2.7 SECONDS
- Lamborghini VENENO** \$4 MILLION
 - TOP SPEED 220 MPH
 - 6.5 LITRE V12 ENGINE
 - 750 HORSEPOWER
 - 0-60 MPH IN 2.8 SECONDS



Business Links and Recommendations



These businesses are supporters of the club by providing club members with genuine discounts on products and services.

Please support them and show your Membership Card for discounts.

JAG Prestige Spares, Melbourne

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

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

Alternatively Email Phil Pietsch at phil@jagspares.biz

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

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

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



These businesses are recommended by Club Members

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