



# Northern Jaguar

*We are the Jag Lovers of North Queensland*

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

**October 2019**



**Jag Club visits  
Regis Aged Care  
Kirwan**



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





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## PRESIDENT'S Report

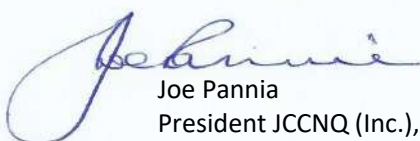


We stayed close to town for our September outings. Our main calendar event, the Cruise and Car Display at the Kirwan Regis Aged Care went rather well. Members enjoyed a happy morning out showing their cars to the nursing home residents. It was a good example of what a great community minded organisation our club is. Our three Sunday Runs to Burdell, South Townsville and Bushland Beach were also well patronised. The Jags are seen cruising around town most Sunday mornings. Members meet for coffee and breakfast and are encouraged to bring family and friends along. Our busy club has hosted some 46 events so far this year and we have 16 to go. This excludes monthly meetings and dinners which are also happy social occasions for us.

Our final catch up with our regional members will be at the Christmas Party in November. That is all organised at the beautiful Lakes Room at The Mecure Inn. We are in the process of deciding our end of year awards which the Management Committee has in hand. They will be presented after our Xmas dinner. We have the Member of the Year and Car of the Year Awards as well as the Most Improved Car and our good-humoured Bent Stem Award which goes to the person who has had the most trouble with their Jag. We haven't got into any strife as yet with this fun one!

Of course our big event coming up is the All British Day Reviver cruise to Giru via Woodstock. This run is a special thank you to all of our All British Day supporters. It was a very enjoyable celebration of All British Day in June this year at The Cathedral School, the British Festival atmosphere was great and our respectful enactment of the Queens visit and our Military Parade were a big hit. The display of cars, bikes and machinery was just spectacular. Thanks again to all the clubs and business who supported ABD 2019. We now invite all the participating clubs, businesses and supporters to join us in a convoy on Sunday 27th October to celebrate All British Day and promote our 2020 ABD. The finest Barista Coffee Van, Coffee Dominion Mobile Unit, will be at Stuart and Melanie will also set up at Giru. Our hosts at the Giru pub Rosalie and Andrew welcome us there with a BBQ lunch, steak sandwiches \$5!

I am very much looking forward to the rest of the years activities. The FNQ Restorers are holding their Tour de Cassowary event on the weekend before ABDR. Some members have expressed interest in attending and a few of our northern members will be there. Others are our Day Trip to Ravenswood, the Burdekin Machinery Display at Brandon and our annual run to Mingela which is a good rumble for the Jags down the Flinders Highway and a great lunch. We have four Car Display Signs lined up to do and need to find some time for our photoshoot on a Sunday afternoon with good light followed by our usual invite to dinner for all club members.

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



PO Box 3830  
HERMIT PARK Q4812



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



## MANAGEMENT COMMITTEE

### PRESIDENT:

Joe Pannia



email: [joepannia@bigpond.com](mailto:joepannia@bigpond.com)

### SECRETARY:

Ross Douglas



email: [rossdouglas01@gmail.com](mailto:rossdouglas01@gmail.com)

### 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 Baikal 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> <b>Sunday 27<sup>th</sup></b> Sunday TBC, Thursday 31 <sup>st</sup>	Runs Weir School Tour de Cassowary Innisfail and Mission Beach Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville <b>All British Day Reviver to Giru via Woodstock</b> Ravenswood Lunch Trip, Car Display Townsville Mens Shed
<b>November</b> Sunday 3 <sup>rd</sup> , 17 <sup>th</sup> , 24 <sup>th</sup> Sunday 10 <sup>th</sup> Wednesday 13 <sup>th</sup> Saturday 16 <sup>th</sup>	Runs Weir School, Cruise to Mingela for lunch TBC 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
<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



A slimmer NJ this month, a reflection of the fact that we had no really big events on the calendar. Three Sunday Runs and our Car Display and cruise at the [Kirwan Regis Aged Care](#) kept our members entertained. Lots of happy smiling faces in the Regis coverage, an event worthy of our cover photo.

We expect the All British Day Reviver at the end of this month will be another huge event with lots of photos. Check out the event on our [All British Day Facebook Page](#) and also on our Facebook Group Page. I have used photos from our ABDR 2018 to get people enthusiastic about joining the convoy to Giru. All British Day is our flagship event and this cruise is like an ABD in the country, in some respects even better since we get to drive our cars and ride our bikes there. The line up of cars at the [Giru Pub](#) is quite impressive and watching the convoy arrive is a spectacle. Read more about it on our [JCCNQ website ABD page](#).

The Townsville Bulletin is running the 100 Clubs segment which will include a story on a local club each day for 100 days. We had our interview a couple of weeks ago, one of Travis's beautiful white 1947 Mark V Jaguars is to be featured. A good promotion for our club and could attract new members.

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. We also have an invite to display some Jags at the Townsville Mens Shed, a first for our club also. Some interesting displays and activities there too.

The story in our Technical Matters section is car restoration. The before and after shots of a Mark II Jag caught my attention. Some good hints there, I wish we had internet a lot earlier.

Jim's contribution is about the mighty V12 engine. What a history this motor has! The second only engine designed by Jaguar at the time and used in the later E Types, XJ Series 1 and 2 saloons and also the E Type's successor, the XJS. It made the XJ12 the fastest passenger car in the world at the time and won many races for Jaguar, notably at Bathurst in the 1970's. Nigel has another report from Jag Central.

I have also included the final photos for the [TARGA Great Barrier Reef Rally](#). All competitors are provided with photos courtesy of Angryman Photography. There is an excellent shot of Russell's XJR at the official finish. They loved that big cat. Go Team Jaguar! Check out photos of all events on our [JCCNQ website gallery](#).

We have many items of club regalia for sale, new club mugs just in and with any luck travel mugs in the next issue. If you have any Jag related items for sale please let me know, an ad in NJ is free. I hope you enjoy reading this NJ. Cheers Joe.

**Cover Photo:** Our club is a community minded organisation and we enjoy attending community events and helping out where we can. This was our third visit to the Regis Aged Care Home in Kirwan and it has been a treat for the many residents and members on every occasion. It was a pleasure for our members to display their Jags and a happy day for all.



**The Union Jack flies high over the display of cars and bikes in front of the Giru International Hotel at our 2018 All British Day Reviver. A great day enjoyed by all. Come along and join the convoy on Sunday 27<sup>th</sup> October!**





# Coming Events



## All British Day Reviver – Sunday 27<sup>th</sup> October 2019

Our annual October run to Giru International Hotel via Woodstock is a great cruise. 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 as much fun as the day itself! Meet at the Stuart Hotel at 9AM and leave in convoy at 10AM via Woodstock for a BBQ lunch. Coffee Dominion Mobile Unit will be at Stuart and will join us at Giru. **Let's keep the spirit of All British Day alive and promote next year's 2020 ABD!**  
**\*\*\*\*\*We still have some of our 2019 All British Day Grille Badges and Mugs for sale at \$10 each\*\*\*\*\***







# Tour de Cassowary 2019



CASTAWAYS  
RESORT & SPA  
MISSION BEACH



**An event for Classic cars 30 years or older. Saturday 19th and Sunday 20th October.  
Innisfail Tully and Mission Beach, Queensland.**

## Saturday 19th October

9:30 Vehicle display in Rankin Street, Innisfail opposite Queens Hotel. Coffee and breakfast at various venues.

10:30 Driver and Navigator instructions (Queens Hotel)

11:00 Official start Innisfail by guest starter. Commence Stage 1 (Time trial)

12:15 Light lunch Mena Creek Hotel.

13:30 Leave Mena Creek and Commence Stage 2 (Observation Run)

14:30 Arrive Mission Beach.

15:00 Drivers and passengers prepare vehicles for Concours d'Elegance to be held at Castaways Resort. (You must have done the tour to participate in the Concours d'Elegance.)

17:00 - 18:30 judging of Concours d'Elegance. Refreshments at Castaways Resort.

18:30 - 19:30 Dinner at Castaways.

Presentation to the public of the winners in various categories.

20:30 Carry on.

## Sunday 20th October

09:00 am Tour from Mission Beach to Tully and then farewell. All activities should be complete by around mid-day. This will give participants a chance to travel home in the afternoon.

## Rules

When entering the Concours competition, you must provide the details of the vehicle as it was originally presented for sale. Accessories/ modifications allowed include different wheels, tyres, gearboxes plus other minor items such as seat belts.

There is also a category for modified vehicles.

**You must let us know if you are attending as soon as possible. Friday 11th October is the cut-off date.** We need to prepare and print driver's instructions and other documents. We may be charging a small entry fee \$5.00 to \$10.00 to cover cost of trophies and materials.

Contact Allan Blair (Far North Queensland Restorers Club)

Mobile 0457520455. Home 0740612128

[blairam@bigpond.net.au](mailto:blairam@bigpond.net.au)

Accommodation is the responsibility of the individual. There is plenty of accommodation in Innisfail and Mission Beach. Suggest Friday night accommodation in Innisfail and Saturday night in Mission Beach.

Castaways Resort, Mission Beach <https://castaways.com.au/> are offering a 20% discount for Tour Participants. For bookings **Free Call 1800 079 002** The code is TDC2019 as is live now. If you are booking on line enter this in the promotional code section of the booking page. The discount can be used either side of the Saturday of the event if anyone chooses to extend their stay.

## Car Display at Townsville Men's Shed– Thursday 31<sup>th</sup> October 2019

The Townsville Men's Shed and the Australian Men's Shed Association (AMSA) are holding an event on Thursday 31 October at TMS, 1 Charters Towers Road, City.

We've been invited to come along with some nice looking Jags on the day from say 1000 to 1400 approx. Lunch provided free if you are displaying your car. Marque SCR will probably have some cars there and some vintage bikes.

There will be lots of interesting displays etc.



### **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.







# Social Events



Regis Aged Care - Car Display and Cruise – Sunday 22<sup>nd</sup> September

Joe Pannia



It was one of our happiest Sunday morning club outings at the Regis Aged Care. Our members had more fun than the residents who came down in droves this time. The breakfast and coffee was great too! Thanks to the Regis Lifestyle co-ordinator Jade who organised our visit. Members are keen to support our community whenever we can and this car display of a dozen beautiful Jags was a real treat for the residents and a pleasure for our club to be involved.



Thanks to Alan, one elderly resident even bought an All British Day Grille Badge. Not sure what he was going to do with it until he showed us the perfect spot it will be mounted on his wheelchair. One of the village residents Carmel was temporarily reunited with her beautiful gold X Type that our member Jim bought for daughter Sarah. A few tears there. We also left quite a few mainly motoring and Jaguar magazines for residents to read as a memento of our visit. We presented Jade with an ABD Grille Badge as a thank you as well. Jade also got a ride around the block in Ken's E Type this time. It felt like we were part of a big family here and I hope we can continue to come along and make the residents happy once again. Check out more photos on our [JCCNQ Website Gallery](#).









We've had extensive coverage of the TARGA Rally in the last two NJ's. Here are some final photos which are given to all competitors after the race. Russell and Claire's photos courtesy of Angryman Photography. Go Team Jaguar!!





We've had 3 eventful Sunday Prowls in September, each of which has been entertaining and enjoyable and has included a number of guests with interesting vehicles. Judge for yourself:

On **Sunday 8<sup>th</sup> September** we were joined by 2 very different cars – Timmy's imposing Rolls Royce Silver Spirit and Kent Sutton's diminutive but no less impressive Daimler SP250. We were just about to set off on a prowling to Millie J's we were accosted by 2 lycra-clad cyclists – Joanne and Tony – out for a morning spin, who fielded the light-hearted comments on the lack of a Jaguar with great humour! They weren't game to ride all the way out to Burdell though.....



The range of conversation over coffee and brunch was impressive! From the Monarchy, Prince Charles, Donald Trump, Scottish Independence and Australian Republicanism. We didn't quite resolve ALL the world's troubles, but we had a good go at it! Oh, and we spoke a little about our Jaguars too.

**Sunday 15<sup>th</sup> September** saw us gathering at our normal time and place without (surprise!) any notion of where to go – but we were saved by Doug and Glenda who suggested the Commonwealth Hotel in South Townsville. Under new management, they are trying to expand their appeal by promoting coffee and breakfast in their surprisingly large beer



garden. Most of us had never been there, and, always willing to try something new, off we prowled following the Blue Emperor, but not before Glenda had taken some great photo collages.

Peter is STILL without his beloved X300 Heritage, but still joins us for our Sunday prowls. It's been months now, but finally there's a light at the

end of the tunnel. It's supposed to be ready for next weekend's display at the Regis – but after all this time, seeing is believing.....

Plenty of parking, a lovely setting, and good food and coffee – this is definitely on our list for a return visit.







## Sunday 29<sup>th</sup> September

Responding to requests from a few members for an earlier start, we gathered at the Weir School at 8:00am, an hour earlier than usual. We're always open to changing our routine from time to time (after all, a change is as good as a rest!) but I have to admit I thought this would deter some members from joining us – but I'm happy to say I was proven wrong. Just goes to show, you can't say if something won't work until you give it a try.

I was the first to arrive, shortly to be joined by John Phillip Cadwallader and wife Fran, up in Townsville for the weekend from Airlie Beach. John was worried the few stone chips on the front of his lovely XK8 convertible detracted from its beauty, but we all heartily disagreed! A big WELCOME to you and Fran - our prowls are always keen to include Jag enthusiasts regardless of club affiliation.



Peter's  
Topaz X300

is finally back in all its splendour! The bootlid needs to be repainted, but it must be a pleasure to be back behind the wheel. Peter can't stop smiling..... But this time it was Garry who had to leave his car behind; his XJ6 is overheating.

Bushland Beach Tavern always provides a good buffet breakfast, but today they struggled to keep up with the demand for eggs benedict. None of us went home hungry though!

The early start was a success judging from the lack of complaints about losing beauty sleep. We'll definitely have more in the future, just don't want to confuse anybody into meeting up at the wrong time.

Doug went into hospital this morning for major surgery tomorrow so he, Glenda and the Blue Emperor couldn't join us today. We all hope everything goes well for you both, and that we'll see you again soon.

Lastly, our new club coffee mugs have arrived, and they look good! At \$10 each they're great value, so make sure you get yours at the next club meeting or event.



And don't forget to check out our [Facebook Group Page](#) where you can keep up to date on our club activities, news and events – and find more photos and videos.





# Contributions



## Jaguar V12 Engine

Jim Bateman

Acknowledgement Jaguar.com., Wikipedia

The Jaguar V12 engine is based loosely on an earlier design for an intended Le Mans car, the Jaguar XJ13. It was first seen in the Series 3 Jaguar E-type of 1971. The V12 was only Jaguar's second engine design to go into production in the history of the company. The all-alloy block was fitted with removable wet liners and had a SOHC two-valve alloy head with flat block mating surface, and the combustion chamber in the piston crown carved in a shallow cup form. It was regarded by some as one of the premier powerplants of the 1970s and 1980s.



Initial designs for the V12 were produced as early as 1954, with a view to using it in a Le Mans car. The engine was to be a 5.0-litre, quad-cam engine with a high redline, which shared the same basic architecture of the XK cylinder head. After Jaguar withdrew from racing, the V12 designs lay forgotten until 1963 when Jaguar Cars purchased Coventry Climax and, as a result, Walter Hassan who designed the XK engine with William Haynes at SS Cars Ltd, rejoined the team together with Harry Mundy and Claude Bailey.

The engine was re-examined as a possible powerplant for a return to Le Mans. After an extensive redesign by the team, the alloy block DOHC engine with fuel injection was born, and installed on the Jaguar XJ13 in 1966. After its racing

aspirations were put on hold in 1967, the team considered the use of this quad-cam configuration for road use but it was judged to be too complex, large and heavy, as well as unacceptably noisy for a luxury limousine, which was contemplated at the time.

The racing engine was extensively redesigned and the cylinder heads were replaced with a more conventional two-valve design, employing a SOHC acting directly on vertically inclined valves through bucket tappets, in a move that bore striking similarity to the cylinder head design of the contemporary Rover 2000, a similarity which is further noted in the use of a flat cylinder head and dished 'Heron' pistons of both engines. These changes greatly reduced complexity, weight, size and noise. The revised head design had restrictive and long inlet ports which sacrificed top-end power but which, along with an increase in displacement to 5.3 litres, greatly improved performance at low-mid engine speeds, which was desirable in what was planned to be a heavy luxury car. The chain-driven SOHC heads and the soft valve springs fitted to reduce valvetrain noise resulted in the redline being lowered to 6,500 rpm from the 8,000 rpm of the original quad-cam design. When the limousine project was cancelled the engine was again retired for a number of years before finally seeing production in the Series 3 E-type in 1971.



The 5.3 litre version had an oversquare bore x stroke 90 mm x 70 mm. It produced 282 to 295 hp depending on emission controls and compression ratio and 400 N·m in fuel-injected form. Right from the start of production in 1971 for the Series 3 E-Type, the V12 engine had Lucas OPUS electronic ignition. This system was used until 1982 when the Lucas CEI system was introduced. Initially the OPUS ignition amplifier unit was secured directly to the engine between the cylinder heads and had problems due to overheating. Later cars had the ignition amplifier moved away from the engine where it could get air flow for cooling. Originally the V12 was to get an advanced fuel injection system under development by AE Brico but this plan was cancelled at a late stage, possibly due to concerns that the design was too similar to Bosch products. The V12 as used in the Series 3 E-Types, Series 1 XJ12 and early Series 2 XJ12s (1973-April 1975) had four side draft Zenith-Stromberg carburettors. After April 1975, the V12 engine used in the S2 XJ12 and the new XJS had a Lucas fuel injection system which was based around the Bosch D-Jetronic system. This version was used in the following cars: 1971-1974 Jaguar E-Type, 1975-1981 Jaguar XJS, 1972-1981 Jaguar XJ12 (Series 1 and 2), 1973-1981 Daimler Double-Six (Series 1 and 2), 1972-1981 Panther J.72, 1974-1985 Panther De Ville



A high-efficiency 5.3 HE version debuted in 1981. This used the special high-swirl design "May" cylinder heads, and had an unusually high compression ratio (10.5:1 – 12.5:1, depending on market and year). In any given market, power levels remained similar to the previous model, but fuel economy was improved by nearly 50%. The HE V12 engines had a fuel injection system from Lucas (dubbed Lucas Digital P) which was based on the Bosch D-Jetronic system. The Lucas CEI ignition system continued until mid-1989, when it was superseded on the XJ-S by a system from Magneti Marelli. Series 3 XJ12 and Daimler Double Six cars used the Lucas CEI system until the end of production in 1992. The Marelli ignition system was used until the end of XJ-S production and on the 6.0 L V12 used in the XJ81 four-door saloons made in 1993 and 1994. The 5.3 HE was used in these cars: 1981–1992 Jaguar XJ12 (Series 3), 1981–1992 Jaguar XJS, 1981–1992 Daimler Double-Six (Series 3)

The Daimler Double Six V12 engine (1994) was stroked to 78.5 mm in 1992 for a displacement of 6.0 Litres to make this one of the most powerful Jaguar production engines to date at 318 bhp at 5,400 rpm. The XJR-S stayed in the line until 1993 with power raised at 333 bhp at 5250 rpm and 495 N·m at 3650 rpm of torque. The 6.0 litres engine on X305 used a new Nippondenso distributorless crank-fired ignition system with coil packs very similar to Ford EDIS-6 units. The last Jaguar V12 engine was produced on 17 April 1997. The 6.0 HE was used in the following cars: 1992–1995 Jaguar XJS, 1991–1993 Jaguar XJR-S 6.0, 1993–1997 Jaguar XJ12 (XJ81 and X300), 1993–1997 Daimler Double-Six (XJ81 and X300)



In 1985, Tom Walkinshaw Racing became Jaguar's official team in World Endurance Championship, taking over the project from American team Group 44. Their first car, XJR6, used the 6.0 L engine, but in the following year the engine was upgraded to 6.9 L and in 1988 the XJR9 used the engine's most famous displacement of 7.0 L. By 1991, the V12 was good for 7.4 L inside the XJR12, developing an impressive 750 bhp. TWR also upgraded production Jaguar cars (usually XJRS's), with a variety of styling, handling and performance modifications. Most of the cars thus modified were straight from the Jaguar factory and sold through Jaguar dealerships. By 1989, TWR were selling moderate numbers of XJRS's fitted with a 6.0 litres version of the V12, which pre-dated the Jaguar production version by some 3 years.



Lister Cars was a well-known Jaguar tuner with a long history of technical collaboration. The first Jaguar Lister XJRS's were built by the company BLE Automotive in Erdington, Birmingham in the early 1980s until the Lister brand was passed on to WP Automotive of Leatherhead. In 1991, they fitted the 7.0 L version of the engine, with a 94 mm × 84 mm bore and stroke, into a modified Jaguar XJS, which was rebadged Lister Le Mans. This engine officially produced 546 hp. From 1993, Lister Cars owner Laurence Pearce produced the company's first in house design the Lister Storm, which, naturally, continued using the V12 engine, both on the road and on the track, the car becoming a mainstay of the FIA GT Championship and several national championships for the following decade.



This month's report is dominated by The Purrly Queen, as she undertakes her first significant trip after all the work carried out over the last couple of years. I had her independently checked out beforehand, with a full report on anything outstanding needing to be done. She's not the finished item, and probably never will be, but I was so happy with Chris and his knowledgeable input that I've booked Prince Caspian (Mark X) in for the same treatment in a couple of weeks! I might have to save up a few pennies before doing the same for Georgie (XJS).

### The Purrly Queen – 1965 3.4S



I had no opportunity to take Her Maj out for a shakedown cruise before setting off for the Tablelands and Targa at the end of last month – there was just enough time for a quick wash! This will be her longest and furthest excursion since she has resided with me so I just don't know what to expect. The exhaust is still a bit noisy; there's no point (and no time!) in fixing it up when there's a perfectly good new stainless-steel setup waiting to be installed when we get home.

Thursday morning came too quickly, and I set off from the house at 9:30am to get fuel and meet Doug and Glenda, convinced that I'd forgotten something vital..... I arrived first, with the Blue Emperor pulling alongside a few minutes later. It wasn't till later that I realised we had parked in the same parking spots when we first bumped (not literally!) into each other early last year. But I immediately came upon my first problem – the engine was idling much too fast, over 2,000rpm. Not a problem on the open road, but could cause a problem going through towns and roadworks, with traffic lights, roundabouts etc. Coffee in Ingham was beckoning, so I decided to have a look there and see what was going on.

I had brought a large selection of tools with me, but of course, when push came to shove, the one I wanted was still in my workshop at home. So we found a café close to Supercheap in Ingham where I bought a small shifter to adjust the throttle linkage (which I thought was causing the problem). This didn't do the trick, but I still got safely to Cardwell for another coffee break. Still no real problem though because most of our driving was on the open road.

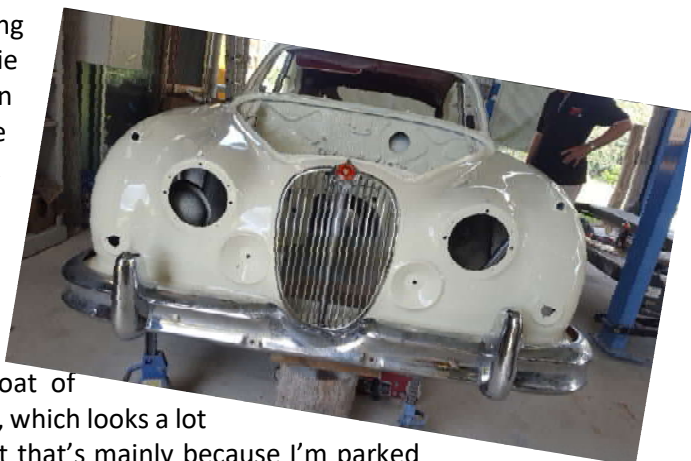


My idling speed steadily got worse, but I soldiered on to Cairns. Half an hour fiddling with the throttle linkage wasn't heroically successful, so I left the problem to the next day and my trip to Atherton.

When I set off the following morning, within 5 minutes my idling adjustments came undone, so I stopped for lunch at Bill & Julie

Moull's farm in Julatten, taking the opportunity to peak at Bill's Mark 2 restoration – which is coming along slowly but surely. It's now received its topcoat of

Old English White, which looks a lot darker than on the S Type, but that's mainly because I'm parked outside while the Mark 2 is safely in the deep shade.....







Setting off around 2:00pm for Atherton should have seen me there in less than 90 minutes – but it wasn't to be. Just past Mt Molloy I smelt petrol fumes, and sure enough, fuel was pouring out of a banjo bolt. I decided to risk going back to Molloy where I borrowed a shifting spanner from the kind receptionist at the Service Centre. This proved too big for the job, but I managed to reduce the flow to a weep, and I bravely set off again for Atherton, only to get as far as Mareeba, when I decided the fumes were too much to put up with. **Yes, I stopped and called on our good friends at RACQ..... The shame of it!**

This must have been their easiest callout of the week! When the friendly mechanic arrived, I asked him for a 13/16ths ring spanner, which he handed to me, and a quarter turn (all right, maybe a half..) on the banjo bolt, and all was tight and dry. So off I set again – finally reaching the hotel just after 5:pm. Time for a quick shower, then the courtesy bus arrived to take me to the Tolga Pub for dinner with Joe, Chris and a healthy number of local and country members, including Chris and Penny all the way from Airlie Beach. A great effort.



This well-named shop is on the same block as the Tolga Pub. It's actually a hunting supplies and gun shop!

The following day we watched the Targa participants roaring past on Wrights Creek Road in some great company – then, as soon as the



road reopened it was back down to Cairns for the Esplanade display and dinner. I was firmly in Targa mode on the drive down the Gillies – constantly having to hold myself back. At one stage I crossed paths with a car driven by our finest men/women in blue, but all I got was a wagging finger and a broad grin!! Clearly I wasn't the only one in the spirit of the day.....

The journey back down from Cairns to Townsville was hugely enjoyable, and thankfully uneventful. We had planned a stop at The Little Morris Café in El Arish, and had a lovely chat with David the owner. This would be a lovely place for a planned stop on a club trip sometime...

I was much more confident in the car than on the way up. She was responsive, and had no trouble cruising at highway speeds. In summary, the Queen and I covered 1,075kms in 5 days, at a fuel cost of \$240, and fuel economy of 14.3 ltr/100kms – not too bad considering the amount of fuel I must have poured on the road.

I've done a few things to the Queen since our return; the idling settings have now been corrected (hopefully "once and for all"!), and I've replaced the central engine mounting behind the camshaft covers. The old mount had completely disintegrated and was not supporting the engine in any way!





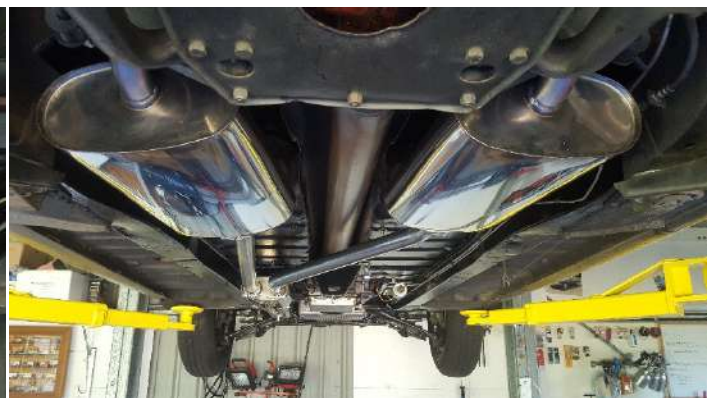
Most exciting has been the new stainless-steel exhaust, which in my humble opinion is a work of art in its own right. Just setting it out on the grass was exciting! Removing the old exhaust was made so much easier with the hoist. There was hardly anything worth salvaging, it was all rusty, holed and thin, except for the tailpipe sections including the bit that threads through the rear suspension; it turns out this small section is also stainless steel, so it will probably ultimately be passed on to another S Type owner in due course.....

With the undercarriage exposed I could get in there with my scraper and degreaser, so I took it back to the original painted metal and gave it a coat of chassis black. Now to fit the new pipes.



I have heard and read many stories of battles fitting aftermarket but supposedly correct exhaust kits to cars, but in my case I had no real difficulty. Everything went together as expected, the fitting kit contained all the mounts and clamps required. So far, so good. The final adjustments though were time-consuming, but not

challenging. It's a matter of trial and error, patience and tenacity. But finally all was finished, just in time for a prowling prior to our display at the Regis care facility last weekend. She's much quieter now, so much so that the ticking of the fuel pumps bothers me! But she purrrrrs like a Jaguar should, without concealing the power lurking under the bonnet. I'm thrilled!!



The garden needs some attention and the decking re-oiling – but I can't help thinking how to resolve the noisy fuel pumps. Maybe I should start with changing the polarity to negative earth and fitting an alternator. And what about aircon? And maybe a decent sound system. If it's good enough maybe it'll drown out the ticking of the pumps.....





## Do's and Don'ts of Car Restoration

Joe Pannia

Acknowledgement Global Finish UK

Restoring a classic car can be a relaxing, fun project. Whether you've restored many vehicles or are a novice to the hobby, there are many tips and tricks that can help your project go more smoothly. Here is some of the best advice for your next successful classic car restoration.



### **DO decide on the level of restoration you want.**

There are four levels of restoration recognized by classic car enthusiasts:

**Drivable:** vehicle is operational but can contain replacement parts and some minor cosmetic adjustments.

**Street Show:** vehicle is in working condition with no major cosmetic issues, within 80-89 points if judged by a restoration professional.

**Show Level Car:** this level is most easily obtained by hiring professionals rather than relying on hobbyist tools and equipment. If professionally judged, a show car would score in the 90-95 point range.

**Concours condition:** the highest, most professional level of restoration possible. This work is the most expensive type of restoration, and is usually reserved for cars in auto shows or destined for private collectors. These vehicles are not meant to be driven.

### **DO: study the factory manual.**

Even if you've worked on many classic cars, every model is different, and having access to the factory assembly specs can ensure project success. Don't let a lack of information lead to a major issue such as a misaligned subframe. Odds are you can find your vehicle's old manual at the library, on eBay, or even in digital form online.

### **DON'T: insist on period technology.**

Unless you're an absolute purist (see restoration levels above), you can benefit from modern improvements under the hood without affecting the outer appearance of your classic car. For instance, some manufactures produce a hybrid distributor cap that mimics the old look but uses modern HEI-style terminals for spark plug connections. With a little research you'll probably find several of these cheats that make for a more-reliable driving experience and easier repair.

### **DO: use existing parts when possible to save money.**

In many cases it is possible to get authentic reproduction parts, but the costs can be high. Examine what you have to work with and decide in advance if you can repair or refurbish existing materials to save money. As an example, if a windshield cannot be salvaged, it's almost always possible to purchase new glass made for your classic model. But you can save quite a bit of money by polishing the existing glass yourself. A polishing kit with a buffer wheel and polishing compound can get rid of hazing and small scratches for a beautiful, clear look. Another area where than can save money is trim. Older models are famous for their flashy stainless steel trim. If your vehicle has this trim intact, even if its dented and scratched up, you can restore it to look like new. This type of work requires skill and patience, but you can also hire a metal shop to do it for you.



**DON'T: overlook small details.**

Details that seem trivial can add an authentic touch to your classic car. For instance, making sure you have the correct door-lock button for your make and model can add the right aesthetic touch and avoid the annoying rattles that result from an improper fit. And hand painting faded lettering and detailing on your dash adds a finer finish than a simple refurbishing polish. Noticing the small details can bring another level of beauty to your restoration project.

**Painting****DO:**

- Take your time. Set aside at least a few days to complete the re-spray. A rushed job will show in the finish.
- Make all the necessary preparations. Remove dust and dirt, grease and grime and take the time to carefully mask the areas you don't want painted. Have your coveralls, dust mask, protective eyewear ready to put on and ideally use a dust extractor if working inside/undercover.
- Take the time to sand thoroughly. Sand back to bare metal to achieve the best possible finish. If time is limited, sand to a smooth even finish.

**DON'T:**

- Spray straight onto the car. Practise your spraying technique ideally on a scrap piece of steel you may have. Hold the spray gun 6 inches from the practice sheet and use a sweeping, side-to-side motion, only spraying the paint when moving. Static spraying will cause uneven application and will run.
- Ignore instructions. Even if you're a seasoned professional, always work to the instructions on the primer as drying times between coats can vary due to varying or updated formulas. This also applies to the ratios when mixing the paint with thinners.
- Burn the paint. Once the paint is dry, over buffing in one spot will ruin the finish, be careful.

**DO:**

- Wash your car by hand. For at least 3 months after it's been painted, take care when washing your car and always wash by hand. Use only a mild solution with cool, not hot water and use soft sponge or cloth.
- Keep your car undercover. If possible, we recommend either keeping your newly painted car in a garage, under a carport or car cover. This is to protect the new paint from extreme weather damage, and tree sap and bird mess as the acidity will eat right through any new paint.

**DON'T:**

- Let your car air dry. Wash your car in the shade and use a chamois to then dry the car as allowing air drying will cause permanent water marks which would be extremely unsightly.
- Wax or polish your car straight away. Doing so before a minimum of 3 months could discolour or damage the slick finish of the paint.
- Drive on loose chippings, gravel or dirt roads for as long as possible as new paint will be very vulnerable to chipping and damage.
- Dry wipe or scrape. If you'd like to get the dust off or remove ice and snow, whatever you do, do not use a dry cloth to remove dust or scrape to remove ice. Gently wash the dust off and heat the car to let the snow/ice melt off.

Car restoration is both fun and practical. You get the relaxation, pride, and enjoyment of working on your vehicle. And at the end of a successful project, you'll have a beautiful work of art that is also functional.





## JAGS FOR SALE



**These Jags for Sale ads are free everyone to advertise.**

Contact Joe on 0409 270 971 or email [joepannia@bigpond.com](mailto:joepannia@bigpond.com) to have your ads put into the next issue.

**2005 Jaguar XJ8 X350** Black, very good condition, 216,000 km **\$18,000 ono**  
4.2 L V8 6 speed automatic, drives beautifully, very good paint work, mechanically sound, always serviced.



Follow this link to the JCCNQ Website Car Display Sign page for all details [jagnc car display signs](#) Call Jim on 0448 569 191

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

**now \$7,000 negotiable** Air-con needs attention

**Dennis advises he drives the car just to keep it running well. The aircon has been tested and works fine – only a minor problem with switching.**

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



**JAGUAR X TYPE - 1 OWNER WITH 58,500 KLMS AS NEW 2002 2.1L V6**

**\$7,250 Negotiable** - has Roadworthy Certificate - **Call Bob Rawlinson 0407 431 173 Noosa Qld**

THIS IS A 1 OWNER X TYPE JAGUAR WITH A GENUINE 58,500 KLMS IN AS NEW CONDITION. HAS BEEN GARAGED IN NOOSA AND USED A FEW TIMES A YEAR AS TRANSPORT WHEN THE OWNERS WERE ON HOLIDAY, THE BACK SEAT I DON'T THINK HAS EVER BEEN SAT IN, STILL HAS A BRAND NEW SPARE !! BASICALLY THIS GORGEOUS CAR HAS HARDLY BEEN USED. HAS SERVICE BOOKS AND ALL THE MANUALS

**Jaguar XJ6 Series 2 - Kelso - Any Reasonable Offer Accepted**

Unregistered, average condition, runs OK - just needs fuel and battery.

No photos.

**Call Ray 0408 771 608**



**Black 2002 Jaguar X Type Sports Fi Sedan 5 Sp Auto V6 2495cc \$2000 as is**

Has not been driven for 5 years Paintwork is damaged  
Some minor damage to rear spoiler Has had full transmission upgrade  
**Phone Col 0438 288 896 for more details**

# 2016 Jaguar XF Portfolio



## For Sale

- 2.0Ltr 4Cyl Petrol 184Kw
- Corris Grey Metallic Paint
- Ebony Windsor Leather Interior
- LED Headlights
- Electric Sliding Sunroof
- Powered Boot Lid
- 19" Vortex Alloy wheels
- Blind Spot Monitoring
- InControl Touch Pro Pack
- Driver Memory Seat
- Heads Up Display
- Keyless Entry
- Surround Camera System
- Lane Departure Warning
- Illuminated Metal Tread plates

**\$74,500** Drive Away

This Demo has 4050k's has been used as a demo car at  
Townsville Jaguar.  
The full RRP price was \$119,350

**Contact:** Dean Knight

**A:** 52 Duckworth St

Garbutt Qld 4814

**T:** (07) 44312104

**M:** 0402758465

**E:** [deank@tonyireland.com.au](mailto:deank@tonyireland.com.au)

**W:** <https://retailers.jaguar.com.au/townsville>





# 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.



**\*\*New Mugs now available\*\***



Keyring - \$10



Lanyard - \$10



Belt Buckle - \$40



Club Logo Embroidered Patches - \$10

**For all club merchandise, including men's belts,**

**Keyrings, caps etc.**

**Phone Jim Bateman 0448 569 191**

**Nigel Miller 0400 599 737**



Car Sticker - \$3



Leather Cap \$30

Our Club car badges are available, at \$30 each – only a few left! 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**



Belt \$20



Badge \$5



**All British Day 2019  
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Mugs  
we still have them  
for sale**

**\$10**

**Jim 0410 111 089**

**Joe 0409 270 971**

**Nigel 0400 599 737**

Note: Club badges are precision brass gold plated enamel.  
All British Day badges are zinc alloy. Both look very nice.





## CLASSIFIEDS



**These classifieds are free to advertise.**

Contact Joe on 0409 270 971 or email [joepannia@bigpond.com](mailto:joepannia@bigpond.com) to have your ads put into the next issue.

### **1976 XJ6 Series 2 1986 Series 3 XJ6 Motors—any reasonable offers now to give away!**

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:  
[jeffmaggieharris@icloud.com](mailto:jeffmaggieharris@icloud.com)



Jeff also has lots of XJ Series 3 parts available in good condition:  
tail light lenses, gearbox speedo module, steering wheel, front grille and more - make an offer



## 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](mailto: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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