



# Northern Jaguar

*We are the Jag Lovers of North Queensland*

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

**September 2018**



Jag lovers at Hydeaway Bay  
with Bristol Lodekka  
London Bus  
"Tranquilo"





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## PRESIDENT'S Report



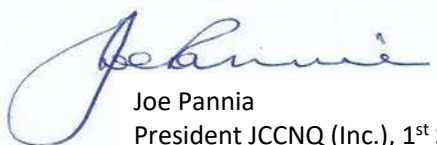
August was an active month with two out of town trips and two Sunday Runs. Members enjoyed Airlie Beach, quite a packed and engaging weekend, the highlight was the visit to Tranquilo, the Hydeaway Bay London Bus. We will be thrilled to see him again at ABD 2019. Roz and Paul will try to fit it into their busy schedule running the Caravan Park. Five cars left town, I hope we can get more cars and members to enjoy our southern trip next time.

The Charters Towers Community Day was again one of the happiest events on our calendar. Locals loved seeing the Jags and everyone was friendly. We blew some cobwebs out trying to keep up with Jim's black XJ8, but he and Ahu politely waited for us at the town outskirts and we entered Centenary Park in an imposing convoy. Jim Lewis was waiting for us with his beautiful XK140 and MarkV11 parked prominently on the grassy mound. What a great shot Glenda took of that multi-coloured beauty as it sat at the end on the hill flanked by the brilliant red poinsettia. Glenda and Doug kindly helped Jim ferry his cars back home.

A Sunday Run was organised for members not going to Airlie and we had a second run before the Towers trip. Members manage these casual runs very easily and we get different crews coming along. Not wanting to miss out on the fun, Chris and I will put two Jags on Club Rego as an inducement to come along more regularly and share the happy times.

The committee would like to encourage members to participate in our out of town trips. Not many car clubs have the coverage JCCNQ has, and in years past the considerable cost of getting those big motors out into the country, paying a couple of nights' accommodation and several meals has been a dis-incentive. If we are a true North Queensland club we must visit our regions. Our 2018 calendar has ten out of town trips with four overnights so we need our members to participate or two words in our name just won't fit. We are quite within our rights providing subsidies when we attend the regions or when our regional members come into town. We need to take care not to breach our constitutional guidelines so we must have an objective when we subsidise members, we just can't spend our club funds willy-nilly on random events and dinners etc. The financial assistance provided is only a fraction of the costs incurred by members. All we are doing is providing an incentive for us to meet our objectives. We must be as equitable as possible, and the club will reward active members who come out and fly the flag for us all over our big coverage area.

Our next event is a Sunday run to the Regis Aged Care Home where we can show the Jags to residents and families. The management has kindly offered to treat us to a free breakfast/brunch with quality barista coffee! Looking forward to our run to Alva Beach Ayr, then Ravenswood, The Tablelands, Mingela and then Mission Beach Resort for our final big event, the AGM and Christmas party. The Resort's Paradise Room is booked for both events and it will be a great party with our local and regional members together for some fun!



Joe Pannia

President JCCNQ (Inc.), 1<sup>st</sup> September 2018

## MANGEMENT COMMITTEE

PRESIDENT: Joe Pannia



Email: [joepannia@bigpond.com](mailto:joepannia@bigpond.com)  
Mob: 0409 270 971

SECRETARY: Jim Bateman



TREASURER: Jim Bateman

SOCIAL SECRETARY: Chris Pannia



EDITOR: Joe Pannia

## CLUB APPOINTMENTS

NORTHERN LIAISON:

Wendy Anderson

FUND RAISING: Peter Dixon

MERCHANDISE: Jim Bateman  
Nigel Miller



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# CALENDAR of EVENTS 2018

JCCNQ(Inc.)



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

## Monthly General Meetings:

Time: Dinner 6:00PM. Meeting: 7.30PM on 1<sup>st</sup> 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



This September edition of NJ has seven contributors with photos, so thanks everyone for that. It would be great if all the editor had to do was the editorial and just put all the contributions together. Once again we have mountains of pics. I have had one member say that pics are observed first then if those are interesting, perhaps a bit of a read.

We have two additions to our events calendar, a Sunday morning coffee run to the Regis Aged Care Home, kindly providing free coffee and breakfast as a thank you to show our Jags. Also a run to Mingela for lunch to catch up with the Towers Restorers club, conspicuous by their absence at Community Day. The Liberal Party shenanigans must have rubbed off with a club constitutional crisis forcing cancellation of all their events. Those kerfuffles are no good.

We have filled a couple of pages with events upcoming to the end of year. Ravenswood 150 year celebrations will be an interesting day trip. There are some good stretches of highway with hardly any traffic, perfect for the big Jag motors. Our northern members are keen to catch up with us at the Tastes of the Tablelands Festival. We have put in a reminder to make your early room bookings. Wendy has already made the Saturday night dinner booking at the International Club, they do look after us well there and I am looking forward to a good dinner party. We were thinking of the Barron Valley Hotel which was the club's favourite haunt in years past, but since lots of farmers will be in town for the festival it will be twice as noisy as usual. Both these events have car shows. We have put in a group photo of last years' All British Day Reviver, we are going to canvass all our supporters again for another great cruise this year.

Chris has found more Jags that were made famous on TV and this time it's the Minder series which many people enjoyed decades ago. Arthur was into the big XJ saloons. Funny how Garry's X-Type mechanical issue led Jim to the story on the X-Type and I hope its reputation may have been now redeemed somewhat. Nigel remains at the centre of the restorer's crew giving updates from Jag Central. Mary will have a member's story in next time. Writing stories should be a breeze for a professional journalist. Thanks to Glenda for the beautiful Towers Community Day story. Good to see a new member stepping up to the occasion, a keen photographer and thanks also to Bernie who has been a professional. Hope to get some feedback from Russell and Claire who started on the TARGA Rally this weekend and good luck to both of them on that big event.

**Cover Photo:** I'll do anything to promote All British Day. With a bit of luck we will see "Tranquilo", the London Bus owned by Roz and Paul at the Hydeaway Bay Caravan Park at ABD 2019. It was well worth the longish detour coming home from our Airlie Beach overnighter to check him out. I am sure other ABD enthusiasts will be delighted too. May even get a ride as well!



Jim Lewis's iconic XK 140C at the Charters Towers Community Day 26<sup>th</sup> August 2018, Glenda's photo.





## Coming Events



The TVV&HMC have invited the Jag Club to a Cruise & Picnic Lunch at Alva Beach **Sunday 16<sup>th</sup> September**



16 September

9:30am

Lunch at Alva Beach with the Jag Club

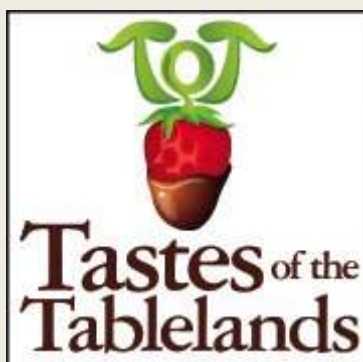
Meet at Fairfield Central Shopping Centre for a departure time of 10: am



### **RAVENSWOOD 150 Year CELEBRATIONS** **Sunday 7<sup>th</sup> October**

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 starts at 10AM.



### **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 28<sup>th</sup> 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. The TVV&HMC will again arrange a shorter local run for the vintage and veteran vehicles, all to meet at Stuart. **Let's keep the spirit of All British Day alive and promote next year's 2019 ABD!**



## Christmas Party and AGM – Saturday 24<sup>th</sup> 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



## Airlie Beach – Reef Festival and Car Show – 4<sup>th</sup> & 5<sup>th</sup> August

Joe Pannia

Five Jaguars left town for our Airlie Beach trip but not in convoy. Rick and Mary left on Friday in the British Racing Green classic S-Type, Bernie in the Maroon XJ8 Sovereign limo and Eddie without Annie who was otherwise occupied at a Hen's Party at Mt Spec, in the beautiful Blue XJ8 Sovereign. Jim and Ahu left early Saturday in the Black XJ8. Chris and I left a bit later in the morning in the Polaris White X351 after Chris, the Op Shop Junkie, checked out the bargains at St Matthews fete in Rising Sun. An easy 3 hour cruise.

Our first attraction was the Revving-the-Reef Car Show. We drove in at about 11:30AM, as usual past the car display barricades to get to our Whitsunday-on-the-Beach Motel. Great to have a room in the middle of a car show. The BRG S-Type and



the Maroon Sovereign were very visibly displayed just across from our Motel. Both cars were worthy candidates for a prize, especially the shining chrome covered S-Type which received many admiring looks. Amazing how everybody loves the Jags in particular the old classics. No awards again this time but one must persevere. There were about 100



cars and bikes on display and it took a couple of hours to check them out. Lots of colourful photos we taken. I think it was a better show than last year after the devastation of Cyclone Debbie but not quite up to the standard of the preceding year's show. Awards started at 2:45PM and then the exodus. One good part about a car show is listening to the rumbling, purring motors and watching those beauties leave, which we did with admiration.



Bernie and Eddie had the right idea early in the piece grabbing a beach chair from in front of their units and setting up on the footpath to watch the goings on. We all joined in and it wasn't long before the whole crew was partying there on the footpath with the revellers enviously passing us by. Bernie had a carton of





flavoured soft drink in his room which he generously shared with us. We got Jim and Ahu up from their afternoon nap just before the Street Parade started at 4PM, and what a colourful show that was.



It seemed all the local community had a float – schools, service clubs businesses all mainly with a reef theme. And very appropriate now with the media exposure the Great Barrier Reef is getting with threats of extinction from mining and farming. Lots of the floats had “save our reef slogans”. It wasn’t that long ago that Airlie was just a very small township nestled on a beautiful quiet beach on the Whitsunday coast. Chris and I dropped in many times in the seventies and eighties mainly on our way to Shute Harbour to catch a cruise to the Whitsunday Islands.



Now it’s a tourist mecca with sailing and fishing lifestyle. Reminds me of a sign we saw a few years ago in one of the Street Café’s which read - Airlie - “a drinking town with a sailing problem”. Thankfully not the other way round I thought.

Rest time after the parade for an hour or so before a brisk walk to the Coral Seal Sea Resort for dinner at 6:30 at the Clipper Restaurant. We had asked our Airlie members, Wok and Woody for a good dinner recommendation which Woody provided. We had been more than happy with last year’s venue “La Tabella” which served us beautiful Italian food in their very intimate wine cellar. Everybody thought Jim knew where he was going and followed him uphill half way back to Townsville much to the exasperation of Rick who is not really into hiking. Funny when we got there and could see our Motel just down the beach a



bit. But we did work up a good appetite, and thirst as it turned out. Unfortunately Wok and Woody had visitors at the last minute and could not make it to dinner, but not to worry we had their share of the offerings. Not the cheapest restaurant we have been to but the setting right on the beachfront was absolutely spectacular and a fine dining experience for sure. The club provided a subsidy to members, but only a fraction of the considerable cost associated with leaving town. We traditionally have provided a sweetener like dinner concessions to encourage members to participate in our main events especially the overnight trips. It was not so long ago that Chris and I alone did the trip south – a cosy holiday but more cars are needed for a good regional visit.



The Motel gave us a discount for our accommodation since we were a group booking and also gave us a discount card to a popular street café for breakfast and we all took advantage of it. Eddie had parties to go to back home and did not join the convoy to Hydeaway Bay to see Tranquilo – the London Bus we hope to see at next years All British Day.





It was just under an hour's drive to Hydeaway Bay, sort of on the way home with a decent detour. Rick hadn't counted on the remoteness of the Bay as the name suggested. He had texted me a couple of times on the way to ask if we were there yet since the S-Type's fuel was low. I can get clear calls on the cars bluetooth but didn't hear Rick's texts. No harm done, we got there in one piece with fuel to spare and found more fuel at Dingo Beach.

We pulled into the Hydeaway Bay Caravan Park and immediately some of the guests came over to admire the Jags. Roz was busy rescuing an orphaned Joey but we found her in the end. Paul was called away to Brisbane and was not there to give us a personal rundown on Tranquilo, but you can read the history of that iconic London Bus in our August newsletter. We were due to get a ride in the bus around the town if Paul had been there. Maybe at ABD?

The 8.2lite Gardiner diesel engine has just had a full rebuild so Tranquilo can go virtually anywhere. Typically Lodekkas did a million miles in service in London, then those used by Top Deck Travel for backpackers touring Europe and Asia did another million miles. Paul is doing up the bus as a motor home, the top deck isn't finished yet but the downstairs has been renovated tastefully with beautiful North Queensland forest timber. A couple of the original seats have been preserved. If you bought a motor home that big it would possibly be a million dollars' worth and probably not as reliable – robust British Engineering as Paul put it. Seeing the bus was a highlight and I



believe worthy of our cover photo especially if we see it again at ABD. Roz and Paul are keen to show it and if all goes well our All British Day enthusiasts will be surely delighted.

The home stretch was looming – lunch at the Grandview Hotel in Bowen. The best venue for lunch in town on a Sunday. It's not just usual pub fare but a real gourmet food restaurant worthy of any venue here in Townsville. No subsidy there though, we didn't want to drain all the club's coffers in one trip.

Parting words were spoken, always safety first driving home and we were back in town by mid-late afternoon. We dropped by the Ayr Showgrounds to retrieve our ABD poster we displayed conspicuously on the Showground fence to promote ABD when we attended the Burdekin Motor Show in April.















What a fantastic day we had at the Charters Towers Community Day! This is the first one we (Doug and I) have been to, but it sure won't be our last.

We met bright and early at the Stuart Hotel and drove in convoy (mostly) to Centenary Park, where we were ushered in to park our cars on the mound beside Jim's 2 beautiful cars.



Ross and Judy arrived later and we ended up with 9 cars on show. Our Jaguars look so good in a group and gained lots of interest from on-lookers.

Stalls and displays wrapped around the whole perimeter of the park and it took us so long to walk around and look at everything, while finding out some fun and amazing stories about the people involved.

Community spirit and pride were definitely on display throughout the day.



This volunteer on the RSL/Legacy stall was so proud to see the 'Charters Towers RSL Sub-Branch' branding on the chocolates.



We spoke to a lovely lady who learned to knit at age 6 and has been crocheting since she was 9. At the moment, she is crocheting a unicorn beanie for a young local girl who loves unicorns, but is in Brisbane fighting leukaemia. The local school held a fund-raising event to help the family take her daughter for treatment!



I have never heard of wire plaiting! This gentleman plaits leather into whips, but also square-plaits wire to make these versatile forks. They can be used for cooking steak, sausages etc. over a campfire, raking coals in the campfire, picking up coals to put on the camp-oven lid, making toast etc., etc. So clever! Cost is \$60 each.



So many people at the Community Day were very willing to swap their wares for one of our Jags!



When we asked the price of this Red Bean slab, the gentleman said we could do a clean swap – the slab for one of the Jaguars. Still don't know the price!

Our boot ended up pretty full after we bought some plants for the garden, fruit and vegetables, home-made cinnamon scrolls, and home-made lime cordial.



Doug said we have to take a trailer with us next time!

It wasn't hard to find something good to eat for lunch. The stall run by the Men's Shed made the best bacon and egg burgers and non-greasy hot chips



– and all for such a good price.

A trip to Charters Towers would not be complete if you didn't hear some country music.



It was good to stand and listen to this group singing, and super good to see/hear the younger generation also entertaining the crowds.



The children enjoyed the rides and slides in the middle of the park. There must have also been a petting farm in the park. We didn't see it when we were walking around, but saw the animals being transported at the end of the day.



Many people in country towns are doing it tough, but the pride and happiness on display at Charters Towers Community Day were lovely to see.

We enjoy being part of a club that supports these local events.



Coffee & Cruise – Burdell and Alligator Creek

It's huge fun seeing a PROWL of Jaguars enjoying a Sunday morning outing – it's really become something to look forward to during the week, so please feel free to join us for these informal get-togethers. So far this year after 11 outings we've involved over 36 members driving more than 23 different Jaguars, although not all at the same time! Don't miss out!

**5th August** found us as usual at Weir School – 9 Jags neatly lined up facing Ross River Road. Before setting off we discussed the recent poll on our Facebook Group page seeking the most appropriate collective noun for Jaguars, the majority finally agreeing on PROWL. This had been suggested by group member Paul Marsh – but as he had put the name forward as well as supplying the prize (a special Jag half-leaper keyring), I felt it would be ungrateful to give it back to him! What to do? Karen quipped that she would have suggested PROWL if she had known it would win – so the prize went to her!! Well done Karen..... And thanks to Paul of North Queensland Trimming.



We all managed to keep the convoy together for the short cruise to Millie J's in Burdell – although I believe we lost Peter and his blue Mark 2 for a short while. We managed to find a spot for all 9 of our cars – but I'm still not completely comfortable parking in Supermarket car parks!!



As usual, the food (and coffee!) at Millie J's didn't disappoint, and the company was jovial; so much so that we stayed longer than anticipated, so our post-brunch cruise consisted of only 3 cars – Glenda and Doug's XE, my Mark 10 and Ross' S-Type. We set off to South Townsville boat ramp in search of a BBQ spot for one of our next brunches, unsuccessfully it appeared. Ross and I trundled off home – but Doug and Glenda weren't about to give up. I don't know how far they travelled but they finally found the right pozzi, Ross Island Recreation Park on Fifth Avenue. Looks like a great place for a Jag picnic – all we need to do now is organise it!!!!





**Sunday 19<sup>th</sup> August** found us exploring new territory – Alligator Creek, south of Townsville. At Alan's suggestion we brunchd at the Roadhouse, joined by our guest Dan Tagney of Rupertswood in his 2001 S-Type, black like Bob's, but Bob couldn't join us today so we couldn't compare cars. Ross arrived late to our meeting point – his S-Type refused to start so he came in his SUV; but we made him leave it behind, happily piloting my XJS while I "relaxed" in the passenger seat!



We're a polite lot we Jag drivers – queueing patiently in a straight line. No pushing and shoving for us!! And much merriment at the table. Can't remember what it was, but it was funny.....

Suitably caffeinated, we set off to explore the hidden delights of Alligator Creek, ending up at the National Park and the creek itself, where Bernie tried desperately to get us all lined up in an 8 point "horseshoe" for a photoshoot. We were constrained by unco-operative trees refusing to get out of our way, and our antics prompted some bemused glances from the Park Warden as he drove past in his 4WD, followed a few moments later by a Police ute. But we're a law-abiding lot, despite the occasional speeding ticket, so all was well.



Another great day out, enjoyed by all of us. Jag rule!

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.





# Member Contributions



## Famous Jags

Chris Pannia

### Jaguars in the Minder TV Series

Minder was a memorable and entertaining British TV series which began in the seventies and continued into the nineties. It introduced a character of somewhat dubious morality and an over developed sense of self-preservation called Arthur Daley, (George Cole). He is a small-time con man and car dealer, who hires former boxer Terry McCann (Dennis Waterman) to be his 'minder', so Terry can protect him from other small-time crooks. While Terry is trying his hardest to satisfy his employer's demands, and putting his own life at risk, Arthur is busy exploiting Terry for all he is worth. For when other people hire Terry's services through Arthur, Arthur usually keeps most of Terry's share of the money for himself by misleading the hard-working Terry as to the amount of money he is receiving on Terry's behalf.



If Arthur has one redeeming aspect, it is the fact that as a car dealer he not only sells Jaguars but drives them and they featured prominently in a number of episodes throughout the series. The first Jaguar that Arthur drove was a Silver Series II Jaguar XJ6 and featured throughout both TV series 1 and 2 and also briefly in series 3. Pictures of the car also feature in both the opening titles and the closing



credits. Between series 4 and series 6 Arthur drove a yellow Daimler Sovereign 4.2 Series III with its distinctive fluted grille and boot lid plinth. This car was originally won in a TV Times competition in 1985 and later sold to John Maxfield who donated the car to Salisbury Hospice in 2002 for their summer raffle draw. The new winner of the car didn't want it and it was won on e-bay by a fellow Minder fan.



In the final Dennis Waterman series of Minder, Arthur's car had changed again - this time to a silver XJ6. This very smart looking car was acquired by a fellow Minder fan in February 2005 after passing through various people's hands over the years and he has restored the vehicle. In the first Ray Daley series where Arthur takes on the education and mentoring of his nephew Ray, Arthur was seen in a blue Daimler Double Six.

In series 9, Arthur has a different Daimler Double Six. Although it looks similar to the series 8 car, a different colour interior confirms it is a different car. In series 10, the last series, Arthur drove a silver Jaguar Sovereign. However, in the penultimate episode the character of Phelan changes the plates from a similar Jaguar Sovereign, this plate was real and was registered to a silver Jaguar.



Minder was a top- quality British comedy drama with Cole and Waterman providing a great double act. Their chemistry, a challenge to Bogey and Bacall but with a different humour and loaded with innuendo and irony made for compulsory viewing. For those not so enthusiastic about the dodgy world of small time crooks, then viewing the Jaguars in their various pursuits could be the salvation.



## Don't Underestimate the X-Type, it is not a Ford Mondeo.

This article was prompted by a discussion about Garry's newly acquired X-Type which has a hopefully minor engine problem. People were saying "just put a Ford Mondeo engine in it because that is what it is". Not so. The basic platform is Ford but the engine is much more advanced.

The Jaguar AJ-V6 engine is a specialized version of Ford AJ V6 engine. One notable addition is the use of variable valve timing, a feature also shared with Mazda's version of the engine. It is available in 2.1 L, 2.5 L and 3.0 L displacements. Jaguar's AJ-V6 engine has an aluminium engine block and aluminium double overhead cam (DOHC) cylinder heads. It uses SFI fuel injection, has 4 valves per cylinder with variable valve timing (VVT), features fracture-split forged powder metal connecting rods and a one-piece cast camshaft and has direct-acting mechanical bucket tappets, these design aspects differentiating the AJ-V6 from the Ford versions.



The X-Type, codenamed X400, was launched in 2001 to compete in the entry-level luxury class dominated by the rear-wheel drive BMW 3-series and Mercedes C-class, despite Ford/Jaguar having no directly competitive platform. The X-type used a modified version of the front-drive Ford CD132 platform shared with the contemporary Ford Mondeo — with the addition of all-wheel drive and handling and steering engineered to minimize front-wheel drive torque-steer. Initially, the X-Type was available only with all-wheel drive, using a centre differential and a compact, maintenance-free viscous coupling with a default split of 60 percent torque to the rear wheels, 40 percent to the front wheels.

As Jaguar's first compact executive car since the Jaguar Mark 2 of 1959, the X-Type was the last Jaguar styled under the supervision of Geoff Lawson, with Wayne Burgess and Simon Butterworth as principal designers. The X-Type grille was slightly modified for both the 2004 and 2006 model years. The later 3.0-litre V6 is essentially an adaptation of the base engine from the Jaguar S-Type.

Despite the X-Type's critical importance to Jaguar and Ford's Premier Automotive Group, and despite extensive engineering and testing, the X-Type was nonetheless sometimes "derided as little more than a reskinned Ford Mondeo." Eventually, the X-Type would become available with front-wheel drive. In July 2009, Jaguar announced the end of X-Type production.



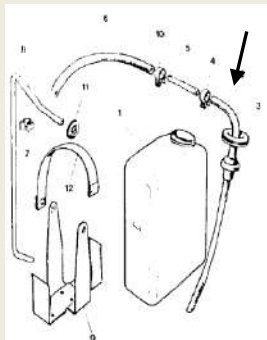




## Jag Central update – XJS cooling system (continued)

Nigel Miller

Reassembly of the cooling system was relatively straightforward – the car is now back on the road, and showing no signs of further leaking and/or overheating, although the sterner test will be in a few months' time when summer arrives. But while I've got your attention, I'll pass on a couple of thoughts on the whole process.



**Overflow pipe.** The header tank is mounted on the inside of the front left wing, just behind the radiator – with the overflow pipe leading to an atmospheric recovery bottle mounted in the rear of the wheel arch, behind an access panel. This means the connecting pipe is unusually long containing several bends, unions and twists, which need to be checked regularly. In my case, I found at least one



kink/blockage in the pipe, just as it enters the bottle, which effectively rendered the recovery system useless, and sure enough the bottle was dry and full of dust. I removed the whole assembly, renewed a couple of sections of pipe, cleaned up the bottle and put it all back together – remembering of course to prime the bottle to about one third with coolant fluid. Blowing into the pipe from the header tank end produced a satisfying bubbling sound, so everything should work properly after this.

**Draining the radiator.** Earlier XJS models included a radiator drain tap, but by 1989 this had been dispensed with, so the only way to drain the system is by removing the bottom hose, which can be very messy. Several pundits, especially in America, recommend installing a drain tap either in the radiator itself, or in the bottom hose. The bottom hose solution appears quite neat, but isn't as simple as it sounds because you can't just cut the existing hose in half and insert a tap – you have to find 2 different hoses for each end to make it work. The good news is there is a non-engineering solution. Using 650mm of 1/4" copper tube and a suitable length of plastic hose to fit over the end, it should be possible to syphon off a significant amount of coolant through the bleed hole on the right hand side of the radiator. You'll still get some spill when removing the bottom hose, but much less!



**Coolant filters.** If the radiator needs to be rodded, re-cored or replaced, it's likely that the flow through the system will be vastly improved. Muck and crud sitting around in the engine passages will certainly be shifted for the first time in ages, and end up flowing through the system. The bottom hose does not connect with the bottom of the radiator – it's about 4 inches above. So where do you think all that muck and crud will settle? Yes, you've guessed it! In the bottom of the newly-cleaned radiator! And this will happen within the first 5 minutes or so of running the engine, so **NOW** is the time to do something about it. Remember, without removing the radiator, it's impossible to clear out all this junk from this settling pond!

Of course, you could remove the engine and run high pressure water to flush the system, but that's almost impossible while the engine is still installed in the car – and the garden hose won't do!

A high-tech solution is to install filters in the two top hoses, which feed hot coolant from the engine into the radiator – but these can be expensive, and difficult to install, although relatively easy to service regularly. But I opted for a low-tech and low-cost solution. I came across a radiator filter sock (pictured to the left) which consists of a sausage-shaped fabric sock that fits over the end of the radiator inlet spout. The theory is it will collect all the foreign material before it fully enters the radiator, without interrupting water flow, even when a large amount of debris has been captured. Every now and then you need to remove, clean and replace the sock, which could contain up to a golf-ball size pile of junk.



Well, that's the theory anyway. I've installed these filters and will be removing them in the next week or so to see how they work – and of course I'll report back on how they behaved. At \$20 each it's a gamble well worth taking.

On reflection, there's no reason to pay \$20 for a proprietary sock if the foot end of a ladies pair of tights will do the trick. Maybe I'll give that a go if I can brace myself to buy a pair at Prices Plus ladies underwear dept. If I can screw up the courage, I'll put one on one on the Mark 10 – just for fun!

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## Jag Central Update – The Purrly Queen

**Nigel Miller**

Hard to believe, my last report on the progress of my 1966 S Type 3.4S in this magazine was in the May 2018 edition! A lot has happened since then, and much of it has been touched upon in the club Facebook Group page, which I urge you all to join if you haven't already. But many of our members are not on Facebook so I'll try to bring you up to date.

What started out as a desire to clean up the paintwork, ended up being a bigger project than expected. Early on in the piece I convinced myself to go for Old English White instead of the old Polar White with a pearl topcoat. Either would have looked pretty good when finished off properly, but I couldn't stop myself from going the traditional route. The car has changed colour at least once during its 52 years, but a pearl finish was never an original option.

The bodywork was taken down to bare metal only in those areas which looked suspect, and sure enough some inadequate previous repairs and rust spots were uncovered, welded up and primed. I didn't want to go to the extra expense of a full bare metal prep job, and it's entirely possible that some problems will arise in future years – but all the obvious ones have been properly accounted for.



5<sup>th</sup> July was delivery day, and excitement abounded! The paintwork looked amazing, and I couldn't wait to get some of the chrome back on! The colour looked gorgeous, even to my chromatically challenged eyes. Wow! Surely it won't be long before the car is proudly back on the road? My son Callum asked me "How long?" to which I confidently predicted "2 months". He continues to ask me, but so far my answer hasn't changed.....

Refitting the body chrome was a routine if laborious job. I had cleaned and repaired most of the fittings but used a new clip set from UK at an apparently ridiculous £45 – but the equivalent here in Australia would have cost more than double this. The new door rubbers were another issue. The strip for the post on the hinge side of all four doors could not be installed with the door on the car, so off they came – and of course I'm having many fun hours trying to line up the doors with reasonably symmetrical gaps so they close properly, like a Jag should. And that's holding me up because the window frames then need to be shimmed to fit properly to the doors. Hopefully, trial and error (with the emphasis on "error") will eventually win out.....



Apart from the external bodywork, what do I need to fix up before our first road trip? The power steering box is leaking like crazy so must be sorted out – so it's off with Chris Chapman to be rebuilt and sealed. It's impressively over-engineered and weighs in excess of 10kg so I'm not looking forward to refitting it lying on my back on the ground under the car. (I really must make some progress on my car hoist project!). Also, the interior needs some love and attention.



I mentioned in May the new door cards I made. They've now been trimmed ready to install – and look fabulous! I wanted them to be as "original" as possible and there aren't too many car trimmers with an expensive vinyl welder to get the line pattern on the trims, but luckily Paul Marsh at NQ Trimming is one of the few. Of course, I can't fit the door panels until I get the doors fitting correctly!





In addition to the door trims, the centre console has come out and needs some major reshaping and repair work before recovering with new leather, and some of the woodwork will be restored back to its former glory. There's a fair bit of overspray on the seat upholstery which is proving difficult to remove, so a bit of re-colouring will be required. The wheel rims will be sent away for powder-coating before a new set of tyres is fitted, new bonnet insulation will be going in, etc. etc. etc.



*The centre console needs some love and attention – and a crack repair!*

Like I said before – it'll be ready in two months.....







## 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.

**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](mailto: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 3<sup>rd</sup> 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](mailto: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**



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Contact Graham Meiers Mob 0415 751 888 Ayr



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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.

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### **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](mailto: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](mailto: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](mailto:humpday@bigpond.com)



## **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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