



Northern Jaguar

We are the Jag Lovers of North Queensland

www.jagnq.com

September 2019

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Jag Mascot Sir William Lyons on Russell and Claire's
1999 sapphire blue metallic Jaguar XJR V8
TARGA Great Barrier Reef Rally 2019



Special Feature
TARGA Great Barrier Reef



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



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PRESIDENT'S Report



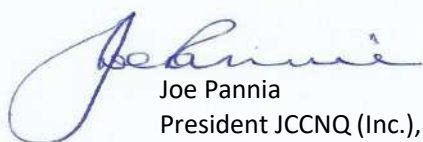
What a totally enjoyable weekend for our club at the [Great Barrier Reef TARGA](#) Rally. Certainly a first for us to be present as a club, we haven't attended a big event like this before in our club's history. The TARGA tarmac rally looks like it will be getting even bigger next year so I am sure we will all be there again. Always great also to catch up with our regional members who are very enthusiastic about this event. Townsville has the V8's and Cairns now has TARGA, probably for good. It is a big tourist drawcard fittingly named Great Barrier Reef with mass publicity to attract visitors to the region.

Our first event held this month was the [Rotary Mega Market](#) which went well for us, promoting our club and All British Day, we managed to sell ten more of our ABD 2019 grille badges. We were asked at short notice to display some Jags as an added drawcard. It did go over well, so much so that Rotary gave our club a donation of \$150 for our efforts. Great to get payment for having fun. It was a good cruise for eight Jags to the [Charters Towers Community Day](#). We get invited each year as a North Queensland Club to display our cars there and the locals seem to love it as much as our members do. It's a great showcase for Charter Towers. Sold more grille badges there too. We also had a couple of good Sunday Runs and also an enjoyable club funded BBQ/Breakfast at the picturesque South Townsville Recreational Boat Park.

It is getting close to the end of the year and we have already booked our Christmas Party at the [Mercure Inn](#). Alternated to be in town each second year, we have to get in early to book our venue. The Annual General Meeting will be after the Christmas party and we are having it in December on the second Wednesday in place of our normal monthly meeting.

The next calendared event coming up is our six monthly visit to the Regis Aged Care in Kirwan. We enjoy helping out our community and the residents love seeing our Jags. We even gave an elderly resident a ride in a Jag last time and it looked to be a real treat. The Regis coffee shop also puts on a good breakfast for us. The biggest event coming up is the All British Day Reviver cruise to Giru via Woodstock. It is a big thank you to all our supporting clubs and business and all who attend [All British Day](#). We invite everyone to join us in a a convoy and we meet for refreshments and a BBQ lunch at the Giru International Hotel. We have steak sandwiches for \$5, we will have our barista coffee van along as usual and we also run a raffle in support of the Heart Kids Foundation.

I hope you are looking forward to the rest of the years activities. We try to cater to everybodys interests. Lets get together and have fun with our Jags!



Joe Pannia

President JCCNQ (Inc.), 7th September 2019.



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MANAGEMENT COMMITTEE

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SOCIAL SECRETARY:

Chris Pannia



NEWSLETTER EDITOR: COMMITTEE POSITIONS

Joe Pannia

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
Webmaster	Bernie Holland
Website Co-ordinators	Glenda Unwin
	Joe Pannia
Facebook Administrators	Nigel Miller
	Garry Sellen
	Joe Pannia



CALENDAR of EVENTS 2019 JCCNQ (Inc.)



January Sunday 6 th , 13 th , Thursday 17 th Sunday 20 th , Saturday 26 th , Sunday 27 th	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 th Feb)
February Sunday 10 th Wednesday 6 th Sunday 17 th , 23 rd & 24 th	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
March Sunday 3 rd Wednesday 6 th Sunday 10 th , 17 th Sunday 24 th - 31 st Friday 29 th - Monday 1 st 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
April Wednesday 3 rd Sunday 7 th Sunday 14 th , 21 st Saturday 27 th & Sunday 28 th	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
May Wednesday 8 th Sunday 12 th , 19 th , Saturday 11 th Wednesday 29 th Sunday 26 th	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 Special Prowl 'n' Coffee Run All British Day Promotion Willows Markets
June Saturday 1 st Sunday 2nd Sunday 9 th Wednesday 12 th Sunday 16 th , 23 rd	All British Day Dinner All British Day, Cathedral School, Mundingburra Townsville Charters Towers Motor Show Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Heritage Day Anzac Park, Run Weir School
July Sunday 7 th Thursday 11 th (rescheduled) Sunday 14 th , 21 st Sunday 28 th , Tuesday 30 th	Run Weir School Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Combined Clubs Swap Meet Townsville Show Grounds, Prowl 'N' Coffee Run to The Strand Cyclones Show'n'Shine Jezzine Park, Brunch Run to Balgal Beach
August Sunday 4 th , 11 th , 18 th Saturday 10 th Wednesday 14 th Sunday 25 th Friday 30 th - Sunday 1 st 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
September Sunday 8 th , 15 th , 29 th Wednesday 11 th Sunday 22 nd	Run Weir School Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Car Display and Breakfast Regis Aged Care Kirwan
October Sunday 6 th , 13 th , 20 th Wednesday 9 th Sunday TBC Sunday 27th	Run Weir School Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Ravenswood All British Day Reviver to Giru via Woodstock
November Sunday 3 rd , 10 th Wednesday 13 th Sunday TBC Saturday 16 th ,	Run Weir School Meeting at Cluden Park Motor Inn, Cnr University Rd & Stuart Dr Townsville Burdekin Machinery Display, Cruise to Mingela for lunch Christmas Party at Mecure Inn 166 Woolcock St Townsville
December Sunday 1 st , 8 th , 15 th , 22 nd , 29 th Wednesday 11 th	Run 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 2nd 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



The last NJ was bulked out with the TARGA history, course details, extracts from the Spectator Guide, and Reccy details from Russell and Claire to get everyone enthusiastic to attend this very different club event. We've got our TARGA timeline in this NJ with lots of photos and details of what the club members got up to in Cairns and on the Atherton Tablelands where most of the course stages were held. Seems everybody was having a good time. Should be more of it! You can see more on our [JCCNQ website gallery](#). Members attending posted photos and videos on Facebook too. You can see lots more on the [TARGA GBR](#) website and Facebook Page as well.

We have our Rotary MegaMarket attendance covered. Earnt some funding from Rotary appreciating our display. Could be a regular thing if Rotary invite our club again. What better drawcard than a few beautiful Jags for market goers to admire.

Always a colourful set of photos of the Charters Towers Community Day. We have this showcase here of the authentic Australian country town that the Towers is. A regular annual event for our club, enjoyed by our members as well as locals and the Townsville population too. We also caught up with our Sunday events with two Sunday runs and the club funded BBQ Brunch at the Boat Park covered too.

I quite enjoyed doing the interview with Jeff Harris to get the details of his member story. Jeff has been a very enthusiastic collector and restorer of Jags. I hope you enjoy reading about Jeff and Maggie's exploits which span many decades. Sounds like they had fun travelling around the United Kingdom towing a caravan with three kids on board! Jeff has enormous knowledge of Jags and what it takes to restore, service and repair. A valuable member of our club with heaps of restoring knowledge to be passed on.

We have a few more items of club regalia for sale. We should have some photos of our new club mugs and travel mugs in the next issue. There is also a beautiful white X Type for sale as well. It is sitting at Noosa. The owner called me with the request to try and find a good home for it since it is such an immaculate well kept car with low mileage and something that a club member would likely appreciate.

I would like to think we can have another member story in the next issue. We must have some members with a colourful and interesting history who would be itching to tell their Jag related stories. Hoping to get another contribution from Jim next time. Chris has got a couple of Famous Jag stories waiting in the pipeline too. There's also Nigel's Jag Central stories.

Thanks to everyone for your positive feedback on our newsletter. It's a great pleasure for me to publish NJ each month. I trust you can find time to read about Jags and our great club. Cheers Joe.

Cover Photo: The aptly named TARGA Jaguar Mascot "Sir William Lyons" sits on the hood between crash helmets on Russell and Claire Botha's striking 1999 metallic sapphire blue supercharged Jaguar XJR V8 at the TARGA Great Barrier Reef. I am sure the great man would have approved with Jaguars supporting this huge racing tradition again. Go the big Cats!



TARGA Great Barrier Reef 2019 - Outright Winner: 2016 Dodge Viper ACR Extreme - Jason and John White. Jason and his co-driving uncle John guided their hulking Viper through the gruelling Tropical North Queensland event repeating their success from the inaugural tarmac rally last year.



Coming Events



Car Display and Breakfast Regis Aged Care – Sunday 22nd September



We have been invited to display our Jags again at the Regis. **Great breakfast**, come along and **make the residents happy!**

All British Day Reviver – Sunday 27th 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! 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 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 for sale at \$10 each*******



Christmas Party – Saturday 16th 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



Rotary Mega Market Reid Park – Saturday 10th August

Joe Pannia



It was a big day out at the Rotary Mega Market at Reid Park. Good to see the venue being used for events when the V8's are not on. A combination of all the different Sunday market stall holders came for this Saturday event with many out of towners too. There was huge support from the local population with a huge expanse of stalls, quite a big turnout. Also a great location at the V8 track with the new stadium under construction in the background. The stalls were the entire length of pit lane with several rows behind and underneath the main building. Numerous food stalls were also there in a row as long as pit lane too!



There was a good car display from the Jag Club and Townsville Rodders Club. Local car dealer Pickerings also had several new cars exhibited and a good promotion for them. Chris and I displayed the signal red 1979 XJ Series 2 and the polaris white 2016 X351 XJR-Sport. Travis brought along one of his two beautiful old English white 1948 Mark V's. They were a respectable eye-catching trio. The Rotary organiser Greg Beavis was kind enough to let us walk around and sell our \$10 All British Day Grille Badges which we did and sold quite a few too! The car display site was

right at the main entrance and easy for us to be escorted out at noon. Greg also arranged for the Rotary Committee to give our club a donation of \$150 for having our cars displayed there. What a kind gesture and what a break to be paid for having fun! We did officially thank Rotary for that and I volunteered the services of our club for the next Mega Market which will be held in a few months' time.



A very enjoyable morning with lots of people coming over to have a look at the cars. We had four car Union Jack flags flying and it was a great promotion for our club and All British Day. Thanks to the members who came along for the fun and bargains and for supporting our club there.





It was a very friendly Community Day at Centenary Park Charters Towers on the last Sunday in August. It's a huge day for the Towers and it is a showcase of one of the most authentic Australian country towns. Most of the local population and half of Townsville was there. Nearly all of the local service clubs, schools as well as many businesses set up for the day. The stalls go the complete perimeter of the beautiful big shady park. The fruit bats have not invaded Centenary Park yet, in years gone by Community Day was held in the historic Lissner Park around its ornate Band Rotunda but that has been a no go zone for years because of the millions of bats nesting there.



We had eight Jags on display and also Towers club member Jim Lewis's Mini moke which he has just finished restoring, and of course his beautiful multi coloured 1957 XK140 and the huge 1954 turquoise Mark VII saloon. A couple of cars from the Towers Restorers club added to the display. Great to see crowds of people admiring the cars with families on picnic blankets on the lawn in front of them. Prospect Community Services invite us each year as a North Queensland Club, we have almost always had members from the Towers in the Jag Club. We had approval to sell our All British Day Grille Badges again and did manage to sell quite a few still at \$10 each.



There was all the barista coffee, cake and biscuit and food stalls you could wish for and all at very reasonable prices. Large size curry and rice \$6 and cheap bottles of authentic home-made jams and chutneys – the Towers ladies still know the secrets of true country style cooking and preserving. Another successful day out and we must go again.



TARGA was one of the most exciting of our club events held so far. Certainly the first for our club and very different from anything we have organised, probably in the whole history of our club. The highlight was at midday Saturday on Leg 2 where about twenty club members, family and friends watched the Yungaburra course stage on the beautiful lawn at 159 Wrights Creek Road, in front of Gordon and Shona's impressive new home. Our longstanding member Jim Raw, Gordon's dad suggested watching the race there and we were all for having a BBQ lunch also at Jim's suggestion. I think we had one of the most civilised viewings of the race with a downstairs toilet close by. Russell and Claire had driven that stage on one of many reconnaissance runs and agreed that it was one of the best locations to watch the rally cars at speed. We took some good pics and videos and caught the XJR as it zoomed past us.



We had been advised by Russell and Claire who entered the TSD Class in their XJR supercharged V8, regarding the best overall options for the club. The 38 page Spectator Guide gave us plenty of information but working out the most favourable itinerary for the club was a good job to sort out. Most of the action was on the Tablelands with the



twelve stages of the three legs on Friday, Saturday and Saturday spread out from Mareeba to Ravenshoe and some closer to Cairns. So a Friday night stay at Atherton with Saturday and Sunday night in Cairns was put on the club's itinerary as a good minimal option to have as many members together as possible. Of course everyone could choose where to view with all the

locations available and some keen members left Townsville early and spent several more days in Cairns as well. Most of our northern members only had to travel a short distance from home to attend the events.



The first Town View of the TARGA cars was at the Atherton showgrounds at 10:30 on Friday. Chris and I left Townsville shortly after 6AM and had an easy cruise up to the Tablelands in the supercharged polaris white X351. It would be great to do the TARGA tour in that car, with its well-known ability to handle direction changes over choppy roads and great composure at high speeds, just what is needed for the TARGA tarmac rally. Maybe next year, just the touring class though! Several of our northern members



were at the Atherton showgrounds and we caught up with Russell and Claire for twenty minutes or so as the cars were lined up to be scrutinised for the next course down the Gillies Highway. They were still pumped up with adrenalin having just completed the Greenhill and the up-hill Gillies Range stages. I had fun talking to Wendy, one of the scrutineers known to Russell and she gave me a rundown of several of the cars especially some of the celebrity drivers. I took a photo of almost every car in that line-up for our website gallery and a few close-ups of Russell and Claire standing with the XJR.





The club met up again at Tolga Hotel for dinner that night. Hugh and Janice had suggested that venue as the best new eating-out place on the Tablelands and Wendy made the bookings early to make sure we didn't miss out. It was packed. Our well known friend and motor enthusiast Roy Jaques came along too and put it a special word for the club since he is a regular patron there and mates with the publican. Just for the food though, not the drinking. It was a happy crew of about twenty including our new members from Proserpine Chris Brown and partner Penny with their daughter Charlotte. They were also very keen on TARGA, doing an eight hour drive in their beautiful black 2005 S Type. Great to see enthusiastic new members there, it was a good opportunity for our club members to catch up with them.





Leg 2 on Saturday was a good chance to view the cars as they came up the Kuranda Range into Mareeba and some members had a good look there early on Saturday morning. Chris and I went down to the local Atherton IGA to get supplies for the BBQ lunch. We needed food and refreshment for our expected 5-6 hour race viewing. Members had been requested to arrive at Gordon's place before 11:30 before the road closure and we were expected to stay there until 4:22 when the road reopened. We did not want our club to be responsible for delays which is what happens if anybody is found on the road during the road closure times. We had an option to walk the 1.7km along Jim's



paddocks to the Gillies Highway if anybody wanted to leave early to get back to Cairns. It was cutting it fine with both the TARGA and Friday afternoon traffic down the Gillies. Chris and Penny had commitments in Cairns and set off to walk back, but as it happened the road opened early and they got back to the Gillies Highway just as the barricades were being removed. It did take the pressure off us getting back to Cairns for the TARGAFEST though, the 100 or so bends on the Gillies felt like you were in the race. Hard to believe the cars were belting around those bends at high speed, any



miscalculation and you go up the side of the cliffs and flip on your back, as has happened many times and people do survive. The alternative is you go over the side, it is all over red rover, not much chance of surviving then!



Claire recommended the Cairns Novotel Oasis as a good option for the club, a stone's throw from the TARGAFEST and car display on The Esplanade and a short walk also to the Convention Centre and Casino. Chris and I stayed at that beautiful resort. A very welcoming place, we took the opportunity to join the ACCOR Hotel Group so we get special treatment next time and also all around the world. Some of the TARGA teams were staying there as well, we saw some still in their drivers suits and I had a chat to a couple of them. Interesting how drivers wanted to know how keen you were by asking what car you drove. The Jag club got a big tick of approval especially with members actually competing in the race.



We booked dinner at the RSL Club on the Esplanade and had a good rollup of members along, thanks to Graham for suggesting the RSL, it was a very nice place to be and so close to the TARGAFEST and car display. Chris and Penny dropped in to say hello later in the night. There was plenty of time to view the cars and we caught up again with Russell and Claire. They couldn't come to the dinner since the protocol was for them to stay with the cars. I walked up and down the whole show. The Studebaker was a huge impressive car. Heaps of Lotus and Porsche cars to look at and some Ferraris. A highlight was the McLaren, the drivers allowed spectators to sit in the driver's seat and rev the engine. What a roar it made and very different to see the twin exhausts exiting the rear at the top. It was a short easy stumble back to the Novotel after dinner for Chris and myself.



There was more action on Leg 3 on Sunday with stages at Kuranda at the northern end of the Tablelands and then Malanda, Moregatta and Palmerston right down the southern end with the Town View at Ravenshoe. The official race finish was at the Convention Centre from



3:45 to 5:30. Chris and I joined crowd and saw Russell and Claire arrive in the XJR. Great to hear the announcer excited about one of the two Jags referring to the XJR with “and here comes the big Cat” to the roar of the crowd. Russell came 10th in his TSD Class and said he was happy with that. It was a big course this year with just under 280 cars compared with 215 in 2018. The second of only two Jags was an orange S Type. It had been a courtesy car belonging to Rene, a friend of Russell’s who owns the Cairns Landy Centre. Rene and daughter had joined us on Saturday for the Yungaburra stage viewing. The prize was of course a plate (Targa means plate in Italian, the race originated in Italy in 1906) and I took some shots of the winning teams



of the TSD Class on the podium holding their plates up high, and a video of the three TSD winning cars leaving – two Lotus and a Holden ute. Also a video of Russell driving the XJR past the podium, with the obligatory engine roar. The outright winner was the 2016 Dodge Viper ACR Extreme driven by Jason and John White. They had won in 2018 too!

Finally the last event of the weekend was the finale at the REEF Casino. Chris had to have a rest by then after our time at the podium and finish line. My young nephew Adam came over for dinner and I went along to the Casino with him. Adam had been there on Saturday night attracted by the Fleetwood Mac tribute band who were playing again on Sunday night. After the gala dinner for the participants, a review of the race including all the thrills and spills was shown on the big screen. The roar from the crowd was deafening especially when one of the TARGA cars came off the road and demolished half of the World Heritage rainforest. The tribute band also performed a tribute to TARGA showing the race highlights on the screen behind them as they played their big 1977 hit song “Go Your Own Way”. I took a video of the highlights and Fleetwood Mac performing that song. The iPhone microphone doesn’t pick up that big sound but the gist of it is there. It was loud! With that big crowd there were no spare chairs and the column I was leaning against was vibrating and so were my ribs. I’d had a few whiskys by then so the videos are a bit shaky. The screenshot shows Russell’s XJR which got into the promo video. They are posted on Facebook as are many photos and videos taken by members, and there is a mountain of images on our [website gallery](#). You can also see a lot of TARGA on the official [TARGA website](#) and Facebook page.



Here is a snapshot of the several winning team's efforts by Ian Chesterman. Enough to get motivated for the next TARGA. Acknowledgments to Ian Chesterman and TARGA Australia.

Winners are grinners in Cairns classic

01-Sep-2019 [Ian Chesterman](#)

Jason White has deflected three days of intense pressure to claim a thrilling outright win in the Cairns-based Targa Great Barrier Reef. White and his co-driving uncle John White guided their hulking Dodge Viper Extreme through the gruelling Tropical North Queensland event and repeated their success from the inaugural tarmac rally last year.

Tasmanian White went into the final day, consisting of six special stages, with a slender 11 second lead before ultimately extending his margin at the finish to 53 seconds. White made his move on TS14 when he ripped 23 seconds away from his nearest pursuer.

Paul Stokell and Kate Catford tried valiantly to rein in the Whites in their small but rapid Lotus Exige but fell short of a second successive victory after their breakthrough triumph in Targa Tasmania this year. Mark Cates and Declan Stafford (Nissan GTR R35) were third outright in a podium that was duplicated in the It's Live in Queensland GT2 class.

White was delighted to be back on the winner's list after mechanical troubles ruined his Targa Tasmania campaign in May. "We had definitely had a plan on how fast we had to go based on last year," White explained. "The stage times we were doing up until Kuranda were pretty much on par with what I planned was required to win. "But obviously Paul (Stokell) had done a bit of work and pushed us out of that comfort zone a bit. "We had a bit of a situation on our hands. The run into Millaa Millaa and out to Palmerstone was exceptional. It was 100 percent commitment and a few sketchy moments but we were in the zone. "It was a good bit of teamwork in the car and John was calling the notes perfectly."

NSW driver Luke Anear came out on top after a titanic tussle with Targa veterans Tony Quinn and Dale Moscott to claim the Cairns Regional Council GT4 class. Anear and co-driver Alan Stephenson (2015 Subaru WRX) prevailed by 31 seconds and did a splendid job to be classified fourth outright.

Hot favourites Mick Downey and Jarrod Van Den Akker (1979 Holden Commodore VB) ended up running away with the Shannons Classic GT honours. Downey broke clear after TS13 (Moregatta) and was never in doubt as he won by more than three minutes from Anthony Genocchio/Scott Hamilton (Holden HDT Commodore). "All the temp issues from yesterday we sorted out so here we are," Downey said. "If our good mate Mr Bray (Michael Bray the 2018 TGBR Classic GT winner) is reading this we were beating his stage times from last year. But seriously Jarrod (co-driver Van Den Akker) had to keep me in check today."

In the classic car classes, Peter Gluskie and Samantha Winter held on for Shannons handicap honours in his 1985 BMW 325i, and Graham Copeland and Josh Herbert was second in the oldest car in the field, the 1941 GMC Jimmy Special. Liam and Larry Howarth (Nissan Skyline R35) were untroubled in Dutton Garage Early Modern, claiming the class win by 5:46s. Cary White and David McMillan (Subaru Impreza) were second while rallying legend Ross Dunkerton and Alan Stean (Mitsubishi Evo IIX) were third.

In the Reef Hotel & Casino GT Sports Trophy category, Mitchell Ringuet and Darryl Ringuet (Lotus Exige Sport 350) held strong to defeat Tony and Sandra Seymour (Lotus Exige Sport 350) by 44 seconds. Mitchell gave his co-driving dad the ultimate Father's Day present with their first Targa class win. Tyson and Celise Cowie (Ford Escort Mk1) scored a comfortable win in Shannons Thoroughbred Trophy, completing the event more than six minutes clear of Tim and Kym Hall's Holden Commodore.

In one of the closest fights over the weekend, the points-based TSD Trophy section was taken out by Peter and Tristan Taylor (Lotus Elise S) who finished with 12 points, four less than Darryl Marshall and Peter Marshall.

The final round of the Targa series is in Victoria in November, but in just its second running, Targa Great Barrier Reef has established its credentials as one of the country's finest tarmac rallies.



Checking back on my records, it looks like my last report on our Sunday runs was published in our May magazine and covered Prowls back in April!! Please don't get the impression we've been inactive though..... We've had many successful and entertaining informal Sunday get-togethers since then.

But I won't bore you with ancient history. I'll just bring you all up-to-date with our August Prowls – of which there were 3.

Sunday 4th August

7 cars met up at the Weir School – including special guests Timmy and Carla, with their magnificent 1987 Rolls-Royce Silver Spirit, who have recently relocated to Townsville from the Deep South. We took off at our usual time of 9:30, bound for Café Nova in Blackwood Street – and our convoy would have been a wonderful sight wafting through Ross River Road, including as it did the above Roller, Travis' lovely Mark V, an XE, XJS, XJ6, X350 and Bernie's XF. While jostling around for suitable parking we spotted another Jag driven past by Reg Fels, our previous President, although I don't think he noticed us.



11 of us, including Peter Dixon (STILL waiting for his car to be fixed up!) enjoyed a lively morning, good coffee and a welcome brunch, but soon it was time to make way for the lunch crowd. Happy house-hunting Timmy and Carla!!



Sunday 11th August

By special request (I think it was Doug & Glenda?) we opted for a longer run this day, out to the Greenacres truck stop just a few kilometres this side of Ayr, where we were given exclusive use of



their Truckers Lounge.

A nice run, and a great day out – but it was a warm drive without air-conditioning. Methinks winter is making way for Spring and Summer.....

Sunday 18th August



And now for something completely different (with apologies to Monty Python) – well, not *completely* different! After last week's reminder that these glorious winter days can't last forever, we decided to hold a barbecue breakfast at the Townsville Recreational Boating Ramp. It was a festive morning, joined as we were by Timmy and Carla in the blue Roller, and Kent Sutton and partner Gay in Kent's very special 1960 Daimler SP250 (originally known as the Daimler Dart). Kent was a long-term member of this club when it was a Register of the Jaguar Drivers Club of Queensland, and many of us have admired his car at our All British Days.



A wonderful day out – and no shortage of volunteers to wield the BBQ tools! And what's more, there's enough food left over for another one..... Thanks to all for helping out (many hands make light work), and thanks to our great club for funding our BBQ Breakfast Prowl.



Our Prowl 'n Coffee outings are open to all club members, friends, families and guests. Don't miss out – join us for tea/coffee, brunch and JAGUARS!



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



Member Story - Jeff Harris

Joe Pannia

Jeff's interest in Jaguars started in the late 1960's in Townsville. A friend of Jeff's brother, a Jaguar enthusiast owned Athol's Inn in Sturt Street and also owned a Jaguar Mark VII and an XK120 which Jeff managed to ride in and drive around. Very highly impressed with the XK120, Jeff asked the owner to sell it to him whenever it was for sale. Sadly for Jeff it was swapped on the spur of the moment with an Austin Freeway before Jeff could get to it, but Jeff was not deterred.

That was at a time when Jags in town were few and far between and owned by Doctors, businessmen and the like. Even more so getting services and mechanical repairs done was difficult and expensive since not even the local Jaguar dealer at the time had mechanics who were well enough trained to deal with the Jaguar idiosyncrasies. Also the only way to get parts back then was to order them through the local dealer.



So the first Jag was purchased in 1973 via an ad in the Townsville Bulletin, a beautiful white 1972 XJ Series 1 with only 18,000 miles done. It belonged to Doctor Tom Pietsch who always owned Mercs but wanted to try a stylish Jaguar. For no good reason he decided to go back to the Mercs and sold the Jag after just one year of ownership. Jeff kept that beauty for seven years. It was Maggie's everyday car, Jeff was a builder and had a work ute. Jeff learnt early on not to drive the Jag to meet customers who were wanting work done. One particular doctor in North Ward saw Jeff come in his Jag to give a quote, thought he would "never afford this bloke" and told Jeff straight up that he definitely was not going to employ someone who had a better car than he did!



After some time the S1 motor needed rebuilding and was given to the local Jaguar workshop who sadly put the motor together without shims. It was remarkable that research was not done to insert the spacing shims under the valve stem buckets. Jeff found the problem, did the research, bought the shims and did the work himself. It later needed new valve seals and Jeff drove it down to Brisbane to get the job done. That was the main motivation for Jeff to learn about the special requirements that Jags have and saved heaps of money too! The Series 1 did not have factory air-conditioning but an under-dash system was available. The workshop that fitted this aircon also did not do their research and did not do a good job. Jeff did his own research, bought another system and successfully refitted it himself. Cold air this time!

Jeff built a house for Doctor Parisi in 1975. He had a Lamborghini that was mechanically a good car but did not have the opportunity to put such a high performance machine through its paces. Also with 6 weber carburetors it needed specialized personnel to get the fuel mixture right. Townsville was not the place to own such a highly specked sports car so the doctor was keen to sell it. The Lamborghini was offered to Jeff for \$7,000 but Jeff wisely didn't take it on – there was enough brain work required to sort out the Jag issues.

Jeff sold the XJ Series 1 in 1980 upgrading to an XJ Series 2 which he kept for only 2 years. It was a total basket case. One of the renowned poor quality cars of the seventies era, it had no build quality – the motor leaked oil as was common, valve seats were not good, gear box was noisy etc. and so the XJ S2 was gladly sold off.



At the same time that he bought the XJ Series 2, a Series 1½ E Type 4.2L was advertised in the Cairns Post. Jeff arranged for his cousin to check it out and was strongly advised to buy it which he did for \$7,000. Driving it back from Cairns in the rain was risky enough and even worse when he realized that the brake lights weren't working. Also once back in Townsville, Maggie was pulled up by a chap who insisted she was driving his car. The previous Cairns owner had told this person that he had first option to buy and he wanted it. The E type needed some work particularly rust cut out which Jeff managed to do by swapping building work with a very proficient self-taught panel beater named Bruce

Coleman. Again he had a fair amount of trouble getting parts via the local dealer, like just a new clutch. The E Type was regrettably sold after four years when the family decided to have a year or so holiday in England and Scotland. It was auctioned off in Brisbane. Before the auction the well-known hairdresser Stefan took it for a test drive and made an offer to buy it. However Stefan's sister held the purse strings and would not release the money. Apparently Stefan was a maniac driver and maybe it was just as well – Jeff's pride and joy may have been written off before its time. The E Type did not sell at auction. Jeff left it in Brisbane with his brother for four months and he finally sold it for \$13,000. If he had kept that car imagine what Jeff could have sold it for now!

In England Jeff bought a Daimler for \$5,000AUS (top-of-the-range equivalent to a Jaguar Series 3 XJ6 Sovereign) and for two months toured the country with three kids on board towing a caravan. The car had been bought this time from a judge. It had no aircon and Jeff removed one out of a Jaguar V12 in a wrecking yard and fitted it there. While Jeff was under the dash installing the air-conditioning he discovered a secret microphone still in working order, conversations were clear on the cassette deck. Not sure how legal it was to secretly record conversations but the judge obviously needed that extra security for his legal cases. At the time you needed to own a car in England for six months before you could ship it back to Australia without paying exorbitant import duty, it's 12 months now. So it came down under in 1985. He still had some trouble getting it here since the engine number did not match the dealer's paperwork - just a typo but a big problem. In 1988 the Daimler was sold in the Gold Coast after Jeff realized that the salt on the Scottish roads was finally creating significant rust issues.



For only a short period of two years the family had no Jaguar, but Jeff made up for that by buying a beautiful champagne Series 3 Sovereign in Brisbane in 1991, again originally owned by a doctor in Nambour. The Series 3 had some fuel injection issues which were sorted out - just a broken wire on the EFI system. This Jag he kept for 14 years selling it in 2003 but then buying it back in 2009 and selling it again in 2012. Then yet again Jeff bought the Series 3 back as a wreck from club member and good mate John Benton. He is currently in the process of restoring it and has just managed to get the motor going.

After his first sale of the Series 3 in 2003 Jeff then bought a 1995 XJ6 X300 Sport out of Brisbane which turned out to be one of the best buys. No trouble at all mechanically and one of the most responsive cars to drive – couldn't get Maggie out of it. Jeff sold the X300 to club member David Ashton in 2009 and bought a very low mileage (19,000km) gunmetal grey 4.2L X350 in 2009 out of Sydney. It was in absolutely perfect condition and he sold it just last year, replacing it with their current 2014 2.0L blue XF from a Brisbane dealer. Another great car in perfect condition with only 14,000 km on the clock.

The X300, X350 and XF were everyday use cars but Jeff always had to have a restoration project to work on. He bought an orange 1964 S Type in 2007, restoring it and finally got it going in 2015. It is currently for sale with interest from a Sydney buyer. Jeff bought the S Type along to All British Day this year. Good luck with that sale Jeff!

A 1964 Daimler 2.5L V8 was purchased from the Upper Ross again originally owned by a doctor. It was one of two grey wedding cars. This has been fully restored and is a "for keeps" car. Resprayed signal red by Jeff himself, it won JCCNQ Car of the Year in 2015. See the Car Display Sign. The second grey Daimler is still seen in town.



A metallic blue 1964 S Type was purchased as a half share with fellow restorer John Benton in 2016. This car only required some minimal work and was sold to a buyer in Innisfail in 2018.

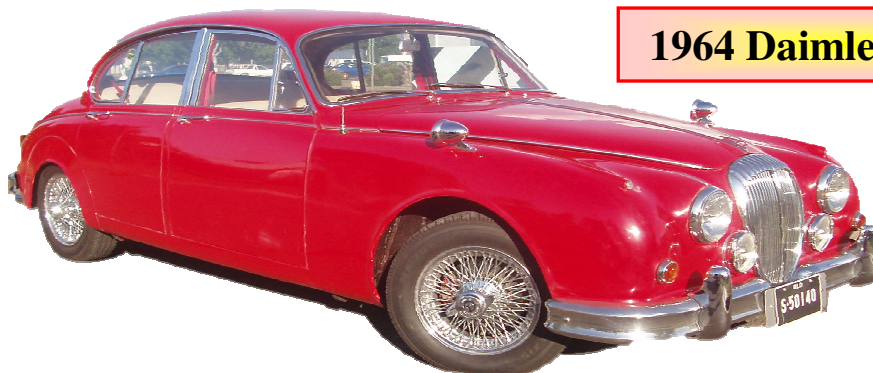


In 2017 Jeff bought a Jaguar Mark 2 barn find from a cattle station near Longreach. That was fully restored sprayed signal red again by Jeff and sold in Brisbane in 2018.

Jeff had been a longstanding member of the Jaguar Drivers Club of Queensland joining that club in the 1970's for a decade or so, mainly to get help for restoration projects. We did not start up here as a register of JDCQ until 1987. Jeff joined our club in 2009 and has been a valuable member giving advice and helping many of our restorers with their projects. Well done Jeff and happy restoring!



JAGUAR CAR CLUB of NORTH QUEENSLAND (Inc.)



1964 Daimler 2.5 V8



Vehicle Details

Vehicle	1964 Daimler 2.5 V8
Owner	Jeff HARRIS
Compliance	1964
Purchased	2000
Speedometer 9-May-16	28,981 miles
Colour	Signal Red
Transmission	3 speed Automatic
Body	4 doors 5 seat Sedan
Drive Type	Rear Wheel Drive
Engine	8 cylinder Petrol
Registration Plate	S-50140
Fuel Economy	14.9L / 100km

Engine

Engine Size	2548 cc
Engine Configuration / Cylinders	V8
Induction	Aspirated
Power	140 bhp
Acceleration 0-100km/h	13.6(s)

Transmission

Drive	Rear Wheel Drive
Gear Type/Ratio	Automatic/4.27:1
Make	Borg-Warner 35
Gears/ Gear Location	3 / Column

Wheels & Tyres

Tyre Description	Cross-Ply Antique 640X15
Rim Material	15" Spoke wheel

Dimensions/ Weights

Length/Width	4570/1670mm
Kerb Weight	1375 (kg)

Fuel

Fuel Type /Tank Capacity	Petrol / 54.5 L
Fuel Delivery	Carburettor Twin HD6 SU
Method of Delivery	Electric Fuel Pump
Fuel Consumption Combined	(14.9L / 100km)

Comments:

The 2.5 V8 was the first Daimler car to be based on a Jaguar platform, and the last Daimler car to feature a Daimler engine after BSA was bought by Jaguar Cars in 1960. The engine is the hemispherical head V8 designed by Edward Turner and first used in the Daimler SP250 sports car. Jaguar bought Daimler primarily to expand their production facilities. Daimler dealers pressed Jaguar to develop a medium-sized saloon to replace the Daimler Conquest, which Jaguar agreed to do in exchange for dropping their Volkswagen franchise. Daimler's development of the 2.5 litre saloon was initially given few resources, a new prototype based on a Mark 2 body shell was built and was the first Daimler without a separate frame. The Daimler V8 engine was more compact and lighter than the Jaguar XK6 engine used in the Mark 2, and weighed 51 kg less. The Daimler's Borg-Warner Type 35 automatic transmission was also smaller and lighter than the units used on the Mark 2.

Produced in Coventry, launched in 1962, it was essentially a rebadged Jaguar Mark 2 fitted with Daimler's 2.5-litre V8 engine and drive-train, a Daimler fluted grille and rear number plate surround, distinctive wheel trims, badges, and interior details including a split-bench front seat from the Jaguar Mark 1 and a black enamel steering wheel. Special interior and exterior colours were specified. Most cars were fitted with power steering but it was optional. Automatic transmission was standard. The first Jaguar designed car to have a Daimler badge, easily mistaken for a Mark 2, the Daimler's stance on the road was noticeably better than a Mark 2. More than 17,600 units were sold, the 2.5 V8 was the best-selling car in Daimler's history.

Restoration:

Motor: Aitkenvale Auto Dyno

Body/Paint: Jeff HARRIS

Interior: Upholstery, Carpet, Rubbers, Norman Motors UK, Installed Jeff HARRIS

Power Steering: Supplied Jag Spares Melbourne, Installed Jeff HARRIS

Air-conditioning: Supplied Mr Jaguar USA, Installed Jeff HARRIS

Tyres: JAX TYRES Townsville





Report from Jag Central



millwind@bigpond.net.au

Nigel Miller

The final stage of my car hoist project – raising the shed roof so I can lift cars to full height, is all but complete. I've only had to increase the height by a metre or so, but now I can stand up straight under the car without banging my head! And the last thing I want is to have the same problem as this unfortunate bloke who enthusiastically pressed the lift button without due care and attention!!

Just waiting for a couple of pieces of flashing to tidy up the corners, and it's done!



Seriously though – a car hoist is a potentially dangerous piece of equipment. You only have to google “car hoist fail” to check out some of the frightening things that can happen if you let your attention wander just for a moment. I'll certainly be treating mine with plenty of respect.....



Prince Caspian – 1965 Mark X 4.2



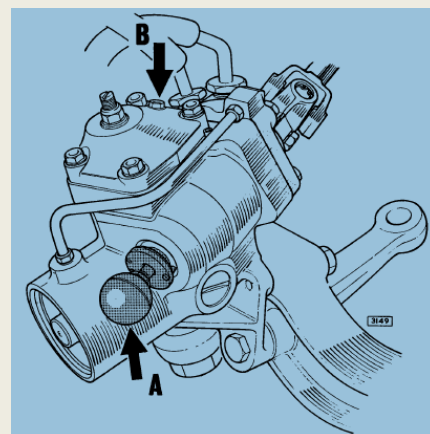
Last month I mentioned starting problems on these colder mornings. Hopefully I can sort this out because I've finally worked out how to adjust the SU automatic choke. It's quite painstaking – a tiny adjustment and see how well it starts, another adjustment, but this time you have to wait until the following morning because the engine has to be cold. This can go on (and has been.....) for days as it gradually improves.

But we're getting there.

Since the carburettor rebuild, Caspian has made 2 longer trips, to Greenacres (just before Ayr on the Bruce Highway) and to Charters Towers (100 miles/160 kms each way) for their Community Day. He's behaving very well, and just loves cruising (at the speed limit of course, Officer....). However, when I pulled up at my gate from the Towers, the idling speed just would not settle, remaining at over 2000rpm. The throttle linkages connecting the 3 carburettors had all slipped, even though they had been set and tightened only a week or so before. A simple fix, but I'll have to keep an eye on that one.

I have finally adjusted the indicator self-cancelling mechanism, so it now works perfectly. The steering wheel isn't centralised, although it's better than before, but the Marles Varamatic power steering box needs to be centralised – with special Jaguar tool number J27 – and the steering alignment checked before adjusting the wheel. I don't have said special tool, but now that I have the hoist I can have a good look at what's required and I'm sure I can make something up that will do the trick. When I do you can be sure it will be added to our club Tool Register.

Fig. 8. Centrallising the steering gear. Insert the special centralising gauge "A" so that the two pins engage with the two holes in the casting and the tongues engage with the slots in the wormshaft. "B" indicates bleed screw.



Georgie – 1989 XJS V12 coupé



Nothing to report on Georgie this month. I've been enjoying these cooler days, driving with the windows open with my luscious locks flowing in the breeze (I wish!!). But this does bring me to one minor irritation with electric windows: How many of you happily park the car, turn off the ignition, only to find you can't close the window unless you turn the ignition on again? Sounds silly, but I get more and more frustrated every time this happens, so I suppose I'll have to do something about it. Luckily I have a fix which, with luck, I'll share next month

– if it works.....

I still have to sort out the exhaust leak on the right engine pipe, and I want to refurbish my injector hoses and bushes.

The Purrly Queen – 1965 3.4S



The rear engine mounting (on the back of the gearbox) has been re-built, re-bushed and re-installed on the car, and I'm very happy with the result. Of course, all the engine mountings



must be balanced and aligned, but I need bushes for that one too, so I'll adjust it as best as I can, and re-bush the mount when the next batch of spare parts arrive. I've also ordered a stainless steel exhaust system from England which should arrive any day now.



The plan is to take The Queen up to Cairns/Tablelands for our Targa Tour this coming weekend. This is by far the longest trip I will have done in her so I thought it would be a good idea to get her checked out by an independent specialist to make sure I haven't overlooked anything, and to make whatever adjustments necessary. I'm so glad that I did because we uncovered a potentially serious problem with the front brakes, which had previously been upgraded (not by me) to 4-pot Volvo callipers. They had not been set properly to match the "S" Type brake rotors (Volvo rotors are much thicker), so Chris made up a plate to ensure the pistons don't get pushed out of the calliper body under normal braking. The upgrade now works as it should, and the brakes are as good as you would expect from a modern car.

The steering box turned out to be the culprit causing what I have called "lumpy steering". Replacing the ball bearings with the correct sizes, has resolved this. She now runs straight and true, and turns smoothly.

The carburettors, which you will remember I had rebuilt last month, required a few minor adjustments. The non-standard oil breather copper pipe was re-routed to stop it from fouling the throttle linkage, and incorrect return springs have now been replaced. The glass fuel filter has been relocated to clear the pancake air filters. Tuning has been set and the car runs smoothly.

As I write this, on Tuesday 27th August, I still don't have the car back so I can't take it out for a shake-up test drive before setting off on Thursday morning on our northern adventure. But I'm SO looking forward to a few days off, cruising around.

Assuming I have a trouble-free weekend (?), I'm left to contemplate what to tackle next. These are a few of my thought bubbles:

- This water rail repair is effective but not pretty; and the aluminium weld is probably porous so grinding it down could restore the leak! So I'll be looking for a new/used one if I can get hold of one.
- I want to return to a fully automatic choke and dispense with the manual switch override it came to me with. This may seem to be a step backwards, but set correctly, the AED is trouble-free and reliable.
- Re-carpeting (in red of course, not black) is definitely on the horizon. There's currently no insulation or underlay as it stands.
- The fuel pumps are noisy. This may be the mountings
- Fit the new stainless steel exhaust system. Don't know how much of the old system is salvageable, but we'll see.



POSTSCRIP: The Purrly Queen and I are now safely back in Townsville after a very successful, hilarious and eventful trip north, covering 620miles/998kms. I don't have time to write anything that will do our TARGA weekend justice, so I'll cover Her Majesty's adventures in next month's thrilling instalment! But just to give you a spoiler, check these pics out.....





JAGS FOR SALE



These Jags for Sale ads are free everyone to advertise.

Contact Joe on 0409 270 971 or email joepannia@bigpond.com to have your ads put into the next issue.

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

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.



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
Grille Badges and
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 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



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

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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ANDREW MURRAY - Director

5 MADDEN STREET, AITKENVALE, TOWNSVILLE.
Ph: (07) 4725 3805 | Fax: (07) 4725 3905 | zapps@bigpond.net.au

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Phone: 0400 798 975
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GARbutt Q 4814
Email: sejmotorworks@hotmail.com

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