

JAGUAR

Townsville



Register



March 2004

MEETING – 3 MARCH 2004

Present:

Richard Dixon, Joe Pannia, Craig Scholz, Kevin Fitzgerald, Michael Fitzgerald, Alan Collins, Bill Honniball, Ross Douglas.

Apologies:

There were no apologies.

Minutes:

The minutes of the previous meeting held on 4 February 2004, having been previously distributed, were taken as read and were confirmed.

Bill Honniball / Michael Fitzgerald

Business Arising:

The February barbecue on the Strand was a success with the families of Richard, Craig, Joe and Kevin attending. Despite good intentions Bill found himself in mortal conflict with the petrol pump off the Morris Z and was unable to make it.

Correspondence:

Inward: Promotional material NEXTCAR – see General Business.

Outward: February minutes and newsletter to members and JDCQ, Brisbane.

Bill Honniball / Richard Dixon

Treasurer's Report:

Richard reported that after earning 3 cents in interest our balance stood at \$681.76 at the end of January 2004.

Richard Dixon / Bill Honniball

General Business:

March Outing

The Poker Run will leave at 3 pm from the BP transport terminal at Cluden. Participants are requested to bring along a pack of cards. BYO afternoon tea or take pot luck on purchasing same at shop opposite Giru Park. See newsletter for full details.

Sunday Runs

The meeting agreed on a change of starting time to allow more members to participate. **Runs will now commence at 4:30 on Sunday afternoons.** The day will still be the second Sunday in the month and we will still depart from the McDonald's car park at Stockland.

Newsletter Contributions

Those present agreed Craig's Corner had been very entertaining. Craig is confident of finding plenty more material for the issues to come.

All British Day

Kevin and Craig will contact Peter Vollugie to get the ball rolling while Bill digs out the previous correspondence to serve as a guide for this year.

www.nextcar.com.au

The meeting approved listing the Register with this organisation. Secretary to action.

Register Library

Richard requested that members furnish him with the following details:

title; author; number of pages; year of publication; brief outline of subject matter.

Register "Business" Cards

It was agreed that the secretary should proceed with the printing of updated "business" cards showing the new contact details.

MARCH 2004 NEWSLETTER

Cover Photo

This month's cover photo shows Jaguar's Formula 1 new R5 car qualifying for position at the 2004 Melbourne Grand Prix. Mark Webber qualified in sixth position but unfortunately failed to finish. His Austrian racing partner Christian Klein finished 11th – a staggering two laps behind Schumacher's Ferrari.

Craig's Corner

February Sunday Run

Our Sunday run on February 8 was a low key but very pleasant outing. Only four members answered roll-call; Richard, Bill and Jean and myself. Two of the usual regulars, Peter and Cameron, were missing of course, as they now live down south and Virginia stayed home to prepare for a work trip to Brisbane. After a 15 minute delay caused by me initially going to the wrong McDonalds outlet, we set off in convoy for the Frosty Mango; my Daimler, followed by Richard in his Series 3 and the rear brought up by Bill and Jean in the Series 2.

It was a steady drive out to the Frosty Mango, generally sitting on or about the prescribed speed limit, until Richard had a rush of blood to the brain which caused the XJ6 to rocket past me like a white flash and almost disappear down the road. At this stage I maintained my composure and Bill and I just kept poking along. It wasn't long before we started to catch up with Richard as he slowed down but then it was my turn to have a snap-attack. I didn't mean to, it just happened. One second I was perfectly normal and rational, the next second my foot was almost to the floor, my eyes glazed over and all I remember is the growl of the V12 as it tried to leap out of the engine bay. By the time I came to, Richard's XJ6 was the size of a Matchbox toy in the rear view mirror and a glance at the speedo revealed an obscenely illegal speed that Michael Schumacher would have been proud of. Sanity prevailed and we continued on in orderly fashion. Bill was the only one who behaved himself but that might only have been because he was in range of a right jab from Jean.

On arrival at the Frosty Mango and parking side by side, we settled down for coffee, scones and pleasant conversation. Just as I sat down, my eyes wandered to the parked cars and I noticed a trail of water running out from behind the Jags. I quietly rose and approached the cars, hoping it was run-off from the lawn watering or something equally as harmless. As I got close, I saw a river of coolant running out from under Richard's XJ6. "Oh no" I thought, "Poor Richard, his little burst of exuberance has blown the arse out of a hose or two." I then followed the river to its source. It wasn't Richard's Jag at all, it was coming from the radiator of the Daimler. "Bloody hell" I thought, "I don't believe this." (extremely sanitised

translation). Given the money I had spent on the cooling system last December, what could possibly have gone wrong? A quick inspection revealed that the problem appeared to be the only thing that hadn't been checked or replaced; the radiator cap.

Having sorted that out, I returned to our table. It was very pleasant sitting on the patio of the Frosty Mango at that time of the morning, with coffee and mango scones, chatting and watching the traffic go by, including a highway patrol car with radar scanning. Too late fellas, you'll never get us alive. All too soon it was time to go and after topping up the radiator, we headed off on a leisurely drive home.

A trip to Bayswater Radiators confirmed that the radiator cap was seriously shagged and a \$10.00 replacement from Carmichael Ford has the V12 running cool and drip free.

Jaguar Modifications

I appreciate that a lot of car lovers, not only Jaguar lovers, go to significant pain and expense to maintain their cars to original equipment specifications. I once overheard a conversation whereby one car lover was bragging to another that he had sourced an original radio for his British made car. The fact that the radio didn't and would never work, didn't seem to be an issue.

I am afraid that I have no interest in maintaining OE specifications, especially if they are at odds with my goal of driving a reliable and dependable vehicle. I do agree that a Jaguar should look like a Jaguar, inside and out, and there is no way I would ever exchange a superb engine like the Jaguar V12 for a rattling clunker like a 350 Chev but everything else is expendable.

The latest piece of OE technology to be ripped out of the Daimler and drop-kicked into the dumpster was the Opus 2 ignition system. The demise of the Opus came about after the Daimler started suddenly playing dead in some very inconvenient places. The first time it happened was in the middle of the intersection of Denham Street and Flinders Street East during afternoon peak hour. Luckily, three passers-by helped me push two tonnes of dead cat uphill into a bus zone. I then stood around for 45 minutes waiting for the specialist to arrive, whilst trying to look as though the Daimler wasn't mine and hoping no wallopers would drive up and book me.

When Chris arrived, he gave the V12 a complete physical, even to the extent of sniffing the exhaust gasses. The diagnosis was inconclusive but when he turned the key, the bloody thing roared into life. This happened again a few days later. Time to get serious. A bit of research indicated the ignition pick-up. I'd read about this nasty little sucker and the trouble it can cause when it is cooked, half cooked or mildly blanched. I had no intention of repairing or replacing at great cost, an ignition system that was inherently flawed from its conception.

Some more research indicated that the fitting of an Alison Crane XR 3000 electronic ignition would solve all my problems. The XR 3000 comes highly recommended by every man and his dog. It is cheap (\$315.00) and if you believe the instructions and the blokes on the Internet who have fitted them, you can do it yourself in under 2 hours. Yeah right. I took one look at the XR 3000, one look under the bonnet and surrendered. It took Chris five hours in a fully equipped work shop to fit the XR 3000. I know because I was looking over his shoulder for every minute of it.

Having said that, Chris did an absolutely superb job in his usual meticulous way. He totally stripped down and serviced the distributor, re-arranged the wiring and fitted the amplifier box in the same spot as the Opus 2 box. To the uninitiated, the XR 3000 looks as though it is OE

specification. After watching it being fitted, I defy any mortal man to properly fit an XR 3000 in less than two hours. I reckon they're all telling porkies.

Since fitting the XR 3000, the V12 has performed faultlessly. It starts first time every time and I'm sure it idles even smoother (if that is possible). My next move is to replace the silicon leads with spiral core leads which will make the XR 3000 perform even better. I can thoroughly recommend the fitting of an XR 3000 to a Jaguar but if you have a V12, you will have to specifically ask for a V12 kit. It doesn't cost any more, but the standard kit only caters up to V8.

Hopefully by the next newsletter, I will be able to report on the success or otherwise of transplanting the Turbo 400 with a Turbo 700. At last, every one has got their act together and all the components have arrived. All I have to do now, is set a convenient date for the surgery.

Handy Hint #1

Never having been a rich man or one who needs to have the latest and greatest, I have always owned second-hand cars. My current Daimler is 23 years old and my Landcruiser is 19 years old, both in immaculate condition I might add. Driving vehicles of such vintage, I am constantly reminded of the advice of my dear old Dad, who drummed into me when I got my first car at 16; always drive with one eye on your gauges and both ears listening for strange noises.

One of the gauges I constantly monitor is the fuel gauge. I religiously monitor fuel consumption in the belief that any sudden, unexplained increase may be a portent of doom. A thirsty engine is usually a sick engine. The value of this was brought home yet again on a recent trip to Cairns.

The Daimler was particularly thirsty, even for a V12, and certainly using more fuel than was normal. It was so apparent, that for a while, I even entertained the idea that the gauge was faulty. This theory was dispelled, however, when I ran the tank dry and tallied the kilometres. When we got to Cairns, I also noticed a very slight roughness at idle when pulled up at the traffic lights. Once in the hotel car park, I inspected the tail-pipes. The left one was lovely and greyish white, the right one black, sooty and obviously not well.

Suspecting an air leak in the right hand bank, I threw up the bonnet and there it was; an impressive fuel leak from the hose between the right bank fuel regulator and the fuel rail. There was a constant drip of fuel into the valley, right next to the distributor. Only a ten minute job to fix but what of the possible consequences?

Had I not been so aware of the performance of the engine and driven on in blissful ignorance, not knowing or caring, it is quite possible that on the return trip the Daimler could have turned in a 110 kph Molotov cocktail.

So Jag lovers, I'm no doubt preaching to the converted but for those among you who only worry about fuel consumption when filling up at the bowser, it might be a good idea to take a more intimate interest.

PS:

The fuel line that ruptured was about the only piece of fuel and vacuum line that wasn't replaced last December. As they say in the classics: "when in doubt, throw them out.....throw them ALL out". I will next time.

Poker Run

As mentioned in the minutes, this will be our annual triangular Poker Run departing the BP truck terminal, Cluden at 3 pm. A decision will be made on the day as to whether we will visit Alligator Creek, Giru, Pangola and Woodstock in a clockwise or anti-clockwise direction. At any event, it is proposed we pause for refreshment at Giru where you can provide your own afternoon tea or gamble on the shop being open. A card will be drawn from a different pack (provided enough people remember to bring one) at each stop and a prize awarded for the best hand at then end of the day.

For Sale / Wanted

- For Sale: - 1974 Series II XJ6, new transmission, tinted windows, crazed paint.
Asking \$2000, not registered. Call Tina on 4723 5606.
- Early Series II XJ12, good one for the enthusiast; PLUS '79 Series III parts car (no motor or gearbox). Asking \$1800 the lot. Contact David Taylor on 4724 0374 or 0414 820 362.
 - As Z-Day (Morris Z ute) draws nearer, Bill is getting keener to sell his excellent Series II XJ6. Make an offer - you might be surprised. Phone 4774 0043.
 - Series II LHS mirror, offers to Richard on 4789 3672.
 - Sovereign badge to suit ZJ series. \$15 (Richard 4789 3672).
- Wanted: - Section of RHS mudguard from XJ including petrol filler well (Kevin 4778 3144).

Coming Events:

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| Sunday 14 March | Sunday Run departing McDonald's car park, Stockland, 4:30 pm. |
| Sunday 28 March | Poker Run departing BP Cluden 3 pm. |
| Wednesday 7 April | Meeting, Shelley's Diner, Norgate Ingham Road, 7:30 pm. |
| Sunday 18 April | Breakfast at Balgal Beach, Depart opposite RAAF Base, 7 am. |

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