

JAGUAR

Townsville



Register



May 2004

MEETING – 5 MAY 2004

Present:

Peter Carlson, Richard Dixon, Kevin Fitz Gerald, Bill Honniball.

Apologies:

Michael Fitzgerald, Alan Collins.

Minutes:

The minutes of the previous meeting held on 7 April 2004, having been previously distributed, were taken as read and were confirmed.

Peter Carlson / Richard Dixon

Business Arising:

Peter reported that he and Alan and Margaret Collins had been the only starters for the Balgal Breakfast function but that they had enjoyed the outing immensely. This was due in no short measure to the excellent hamper which Margaret had packed. The portable gas barbecue - also supplied by Alan and Margaret - proved immeasurably superior to the vagaries associated with cooking on the council-provided electric ones.

It was agreed to discuss matters associated with All British Day in General Business.

Correspondence:

Inward: Invitation from Veteran, Vintage and Historic club to participate in Ayr display on Sunday 16 May. Should any members wish to participate, the Secretary will pass on further details.

Outward: March minutes and newsletter to members and JDCQ, Brisbane. The application form for listing on the NextCar web site had been found. It has now been signed and will be posted directly.

Bill Honniball / Richard Dixon

Treasurer's Report:

At 31 March 2004 the balance stood at \$631.02. This included the \$55 petty cash cheque outstanding in last month's report. There is currently a cheque for \$67.65 (for "Business" cards) yet to be presented.

Richard Dixon / Peter Carlson

General Business:

Business Cards

These have been printed and were distributed to those present at the meeting. Two hundred and fifty were printed as the cost was only \$2 more than the cost of printing 100. The printing was done by LogicMedia, the printing section of James Cook University, who have stored the images. This means that when details change they can be altered electronically and new cards printed at minimal cost.

All British Day

The meeting approved samples of letters to be sent to clubs and businesses. Richard provided samples of the new flyers in A4 and A6 sizes. After minor changes 50 colour A4 and 250 black & white A6 flyers will be printed. In addition to one A4 flyer being sent to each business and club mentioned in the April minutes, the Cathedral School and the Charters Towers Restorers'

Club are to receive one. All of the non-businesses mentioned above will also receive two A6 sheets (8 flyers). Bill to talk to Kerry Guinea about possible assistance from the Mini club in distributing the flyers and provide extra flyers as appropriate. Ideally, distribution of the flyers should occur around the end of May.

With the absence of Ron Bairstow, Kevin has held discussions with Peter Vollugi, the upshot of which is that JDCQ will have to arrange media coverage. Kevin will nevertheless check with Peter at the end of the month that school arrangements for catering, parking and the school band are in place. Media coverage tasks were allotted as follows: printed media (Bully, Sun, Northern Miner) - Bill; radio (4TTT, 4TO, ABC) - Peter; Television (Seven, Nine, Ten) - Richard. Kevin, Richard, Peter and Bill will meet at MacDonald's car park, Stockland at 3:30 next Sunday 9 May (ahead of the Sunday drive) to develop suitable press release material.

As Jim Lewis will be attending the Charters Towers Swap Meet, he will be provided with flyers for distribution there when he is next in Townsville.

It was also agreed that efforts would be made to contact the owner of the early Townsville Dennis fire engine, now believed fully restored.

Next Outing

As scheduled, a table tennis barbecue at 98 Hammond Way. Peter has confirmed he will still be in town so it will double as his farewell. Roll up around 2 o'clock with any extra sporting equipment you fancy (cricket, frisbies etc, there's plenty of room). The club will provide the tucker while members are asked to bring their own drinks. The date is Sunday, 30 May.

Project Zed

Progress has been rapid with only a couple of minor road worthy items to go plus upholstery. The upholsterer will be having a look at it this Saturday and promises it can be finished by All British Day.

MAY 2004 NEWSLETTER

Cover Photo

With enthusiasts gearing up to put some elbow grease into presenting their pride and joy at next months All British Day, what better way to provide inspiration than by showing how the professionals do it! Jaguar launched the new XJ flagship saloon range at the 2002 Paris Show (out of interest, the original 1968 XJ6 was also launched in Paris by Sir William Lyons). The body is made almost entirely from aluminium and to highlight this, the Paris launch car was displayed in an unpainted, polished aluminium finish, together with polished aluminium wheels. Dimensions for the new XJ: Length 5080mm, Width 1868mm, Height 1448mm, Wheelbase 3034mm. Whatever condition your vehicle is in, whether it's old, new, partly restored or otherwise, we would love to see it (and you!) down at the Cathedral School next month.

All British Day Flyer

Attached to the back of this issue is our freshly designed All British Day coloured flyer. Please post it in a prominent position to promote the event. If practicable, also photocopy it and pass it on to as many potential exhibitors/visitors as you can.

Member Unwell

It has just been learned that Craig has been in hospital for the past few weeks and is now recovering in the oncology ward of Townsville General following chemotherapy treatment. Kevin has visited him and says visitors are welcome but that it's best to visit after 4 pm when Craig will have finished any physiotherapy treatment for the day. Weekends are also a suitable time to visit. On behalf of all members we wish Craig a full and speedy recovery. As it happens, while Craig has been indisposed, Peter has returned briefly to inform us of the perks and pitfalls of retirement.

May

Function

This not to be missed afternoon will kick off at 2pm on Sunday, 30 May with the ultimate table tennis challenge. Members are also encouraged to bring along other game equipment of their choosing - anything that will fit into two acres. Don't forget it's also a farewell function for Peter Carlson with all barbecue fare being provided by the club. Just bring your preferred drinks. The address is 98 Hammond Way, Kelso - don't miss it!

Peter's Panorama

A Taste of Retirement

Having now tasted four months of retirement I wouldn't go back to work for quids. Spent Christmas and the first three months of 2004 down at the farm. The main object of the extended stay down there was to build a three bay garage and eventually the job was completed. Had some glorious old fashioned wet season weather with some storms in December (including a couple of destructive wind storms). That was followed by 15 consecutive days of light rain for the start of January and then some heavier rain for the start of February and continuing through the month with good follow up falls in March. In between the rain I managed to get the foundations down - 10 cubic metres of fill followed by 10 cubic metres of road base topped off with 8 cubic metres of cracker dust and about 6 cubic metres of hand mixed concrete for the footings. All materials for the 9m x 6m x 2.7m garage were supplied by Garage World in Gympie who offered helpful advice along the way. When finished I couldn't help thinking I should have made it four bays, but I had purposely kept it to three bays to keep pressure on limiting the fleet.

A Northern Voyage

The day after I returned to Townsville, Craig was telling me about the great trip he had to the Torres Strait which reminded me that I had thought years before what a great trip this would be. With lots of packing and cleaning up to do it wasn't until the last minute that I took the plunge and booked on the cargo ship "Trinity Bay" out of Cairns. "Trinity Bay" is an 80m container ship run by Sea Swift that supplies the Cape York and Torres Strait communities. She leaves Cairns every Friday afternoon of the year whatever the weather and returns the following Wednesday. I booked to leave Cairns on Good Friday.

Wednesday was spent washing and tuning the E Type and loading up with the gear I would need with a view to a leisurely start the next day. However Thursday morning was spent discussing machining work to be done on the Mk.V engine components with Neil Fagerstrom. Then home for a late lunch and clean up before hitting the highway-lucky I packed on Wednesday.

It was late afternoon when I arrived in Mission Beach where Paul and Kaye had kindly agreed to put me up for the night. Kaye had ducked home from work to prepare a lovely meal for Paul and me which we washed down with some excellent red wine that Paul's brother had sent up to him. Paul showed me his impressive collection of memorabilia before those cotton wool dogs, Rosy and Poppy escorted me to bed.

Next morning (Good Friday) I headed off for Cairns through some showers around Innisfail. Arrived at Don Radke's boatshed about midday where Fred was waiting to help me store the E while I was away. Don had kindly offered me room to park the car in his big shed where there was some impressive work being done on a very large craft that was nearing completion. Don had gone off to Chillagoe to take his daughters camping. I had time to walk down to the wharf and grab something to eat amongst the big hotels that now crowd the new Cairns waterfront before joining the other 37 passengers at the "Trinity Bay" gangway. The ship is capable of carrying 48 passengers in cabins all located around the engine room. After being shown to our cabins by the passenger liaison officer we were under way and getting great views of Cairns Harbour.

That night's meal was an indication of the great food we were to be presented with for the entire journey. The crew or twelve generally ate half an hour before the passengers, but given the eagerness of the passengers to sample chef Garry's next offering and the reluctance of the crew to leave the magnificent meals prepared by this former chef of the Cairns Casino we got to know the crew quite well. This was helpful as there was usually a crew member around to tell us interesting details of places we were passing. By 10pm we were off Cooktown and enjoying sitting on the poop deck identifying passing lighthouses and beacons. As the whole journey is inside the reef there were plenty of these and lots of islands to identify. Daylight next morning found us off Cape Melville, scene of one of Australia's worst maritime disasters. In March 1899 two cyclones and a low converged on the area. The pearling fleet were sheltering in nearby Bathurst Bay but the cyclone struck with such ferocity that it produced a 40 ft. storm surge sinking 54 luggers and 4 mother ships with a loss of 307 lives. "Trinity Bay's" first mate told us that to this day timber from the luggers is still being found on the steep headlands around Cape Melville. Throughout Saturday we could see breakers on the outer reef, whipped up by the strong S.E. winds prevailing at the time. 24 hours after leaving Cairns we hove to off Lockhart River where the barge "Temple Bay" met us to exchange cargo for the settlement (didn't see any crates of wine, but there were pallets of XXXX for the council canteen.). The "Trinity Bay" carries a 40 tonne crane to handle containers, motor vehicles etc. and we were fascinated to watch the team work of the crew during cargo transfer. The captain (came to Cairns as a young backpacker from Germany in 1984, took a job as a deck hand, stayed and studied and finished with a master's certificate) explained the smoothness of the operation was due to all being experienced team members plus all being in radio contact with each other and the crane operator. The captain's 13 year old son was on board for the school holidays as was the second mate's wife and three year old daughter. One night we were ploughing through the darkness on autopilot when she came running into the saloon in a great state of agitation yelling, "Mummy, Mummy nobody's driving!"

An hour further north (cruising speed 12 knots) we passed close to Restoration Island, Captain Bligh's first landfall after being set adrift in the longboat by the mutineers near Tahiti. What a testament to Bligh's navigational skills that was. (Incidentally, current minister for education, Anna Bligh is a descendant of his.) Shortly after, as darkness was falling, we passed Portland Roads which was to become the Singapore of the Coral Sea. With its large timber wharf this was an important staging point for the New Guinea campaign during W.W.11. The wharf was blown up by the Navy for safety reasons in recent years. Apparently there are just four 5 acre blocks of freehold land on shore at Portland Roads which rarely come up for sale. One of our passengers had owned one of them and sold it eight years ago for \$135,000. He was on his way to set up his tourist season souvenir shop on the road from Bamaga to the tip of the Cape. That night we saw lots more lighthouses and beacons as we passed Cape Grenville and the Home Islands Group named by Captain Cook after members of his crew.

On Sunday morning we tied up to the wharf at Horn Island. Most of the cargo we carried was unloaded here and much of it was taken by barge to nearby Thursday Island. Unfortunately the normal tour of WW11 plane wrecks, underground command post and museum was not operating on Easter Sunday but we were again entertained by the unloading process. Later in the day we crossed to T.I. for further unloading and we had five hours ashore with the chance of a bus tour of T.I. I chose to walk. Sent off a couple of postcards at the P.O. (U.L.P. was \$1.02 c/litre at the nearby servo-wonder what it is now) and then walked down to the Anglican Church which is a memorial to the wreck of the "Quetta". The "Quetta" was a steamship carrying passengers from Brisbane to London which hit an uncharted rock off Albany Is. at 9:00pm on a calm night in 1890 and sank in three minutes with the loss of 133 lives. The famous pioneering Jardine family who had overlanded their cattle from Rockhampton to their settlement at Somerset on the tip of the Cape were prominent in the rescue of "Quetta" survivors. The stories of some of the survivors make riveting reading. From the church I climbed up to Green Hill Fort, built in 1891 to protect the coal hulks moored in the main shipping channel to refuel the British steamships plying the trade routes to the east. The main armaments, three 6" one hundred pounders, are still in position but the lighter cannons and machine guns have been removed. The underground magazine is now a museum. I had difficulty walking around the fort as the wind was gusting to

probably 50 knots –enough to spin the two wind generators on the nearby hill sufficiently to power the whole of N.Q. I would think. After dark we left T.I. for the world's best fishing jetty at Seisia, port for Bamaga.

We arrived at Seisia at 10:00pm where the “Kestrel Bay”, mother ship for the fishing fleet, was waiting for us. She tied up alongside to unload three refrigerated containers of prawns for Cairns and to take on fuel and refrigerated containers of food from us. Early next morning, while supplies for the five communities around Bamaga were unloaded, four wheel drives were arranged for us to travel overland to the tip of the Cape. The road was quite good, just a couple of washouts requiring high clearance. We passed the turn off to Somerset, once the home of the Jardines and of the government administrator of the Torres Strait (guarded by British marines) until 1877 when it moved to T.I., now a popular camping/fishing spot in the tourist season. We clambered over the rocky headland in drizzling rain for the obligatory photo beside the sign at the water's edge and looked out at the Indian Ocean to our left and Pacific Ocean to our right. On the way back we stopped for morning tea at the ruins of the Jardines outstation at Lockerbie. The mango trees here and throughout the Cape have been severely pruned to stop them fruiting for two years in an effort to control an introduced worm that lives in mangoes. The tip of the Cape is also fenced off to control the spread of feral cattle that are remnants of the Jardine herd. Unfortunately we were not allowed to visit the ruins of the Wilderness Lodge at the tip of the Cape.

At 11:00am Monday we sailed north again, passing close to Possession Is where we could clearly see the white cairn that marks the spot where Captain Cook raised the Union Jack and boldly proclaimed that the whole east coast of Terra Australis belonged to England. Soon after we spotted the tip of the Cape where we had stood a few hours before. Then we were passing between spectacular green hills as we traversed the narrow Albany Passage –to our left the ruins of an abandoned pearling station on Albany Is and to our right the gravestones of Frank Jardine (died 1919) and his wife the Samoan Princess (died 1923) above the high water mark on the mainland. Then we passed by Quetta Rock (15 feet under water) and turned to retrace our steps to Cairns with just one stop off at Lockhart River before arriving back at Trinity Wharf at 8:00am Wednesday. We were supposed to be boarded by S.A.S. troops dropping from a helicopter off Cairns as part of their anti-terrorism training but we were spared that.

What a great voyage –no radio, T.V., newspapers or telephones for six days and an endless supply of the most delicious food imaginable. The taste of Garry's toberone cheesecake, his banana caramel tart and his fruity pavlova for late night snacks is still vivid in my memory. No wonder I gained 4kg while on board. My cabin was right beside the engine room door (ear plugs supplied) so I was interested in my sleeping companion:-2000hp turbo charged Caterpillar, in line 6 cylinder, 10" bore X 12" stroke. Auxiliary power was supplied by three Caterpillars each driving a 170 amp generator, another Cat driving a 220 amp generator and the engineers' favourite an old 1974 supercharged Cummins V8 driving a 400 amp generator to power the bow thruster.

Then it was back to Don's boat shed to collect the E, have a yarn to Don and admire his impressive collection of Jag parts (what a pity I couldn't fit that 31/2 l pushrod engine in the boot of the E) before heading north to Clifton Beach. I had hoped to call on Rodney and Su-nne Ellwood (would have liked some photos of the Mk IX) but time was playing on my mind. On arrival at the Billabong Caravan Park I parked the car outside reception and had a mooch around. Soon I heard a loud voice in the distance extolling the virtues of E Types and then a squealed exclamation, "That's MY car!!" followed by doubts and some self talk. When I arrived on the scene and said, "Yes, that is your car, you're Margaret aren't you," she was absolutely aghast. I had checked out via the phone book at Paul and Kaye's that the last registered owner of my car was still at the place where it was sold from. Margaret never knew what became of her car after it was driven out of her caravan park 19 years ago en route for Melbourne. She didn't know I had intercepted the car in Townsville and restored it. She was totally ecstatic at seeing it again and knowing it had gone to a good home. I spent the next six hours there while Margaret told me how her husband Ross had bought her the car while they were living in Adelaide, had her photo taken with the car and stopped all passers by to tell them this was "her" car.

From Clifton Beach I took the Kennedy Highway to Mareeba - the perfect road for an E Type climbing up all those twists and turns- never out of top gear. It took me until dark to track down friends in Mareeba I hadn't seen for 28 years. As luck would have it other family members I hadn't seen for a similar time were doing the retirement thing, travelling the country by 4WD and caravan, and were visiting Mareeba also. We relived old times and I stayed the night there.

Next morning I headed off for Yungaburra and arrived at Jim and Elma's place in time for morning tea. Excitement was building in the Raw household as they prepared for their trip to England next month to visit relatives in Yorkshire and London before returning to Melbourne for the birth of a grandchild. Before I knew it I was having lunch with Jim and Elma before taking to those swooping Tablelands roads again (ideal E Type travelling) heading out on the Ravenshoe road to visit David and Wendy in the wettest part of Australia. David showed me his B.M.W. 31 which is just about ready for the road and talked about his plans for getting to those valuable restoration projects in the shed. On leaving David (after a beautiful afternoon tea) I met Wendy (returning from town) on one of the many tight bends on the road back to Milla Milla. Could only stop long enough to say "Hello" as the road was narrow and it was starting to rain. Then it was a quick trip down the winding Palmerston Highway and back to Mission Beach for another overnight stay with Paul and Kaye and yet another delicious meal prepared by Kaye who fortunately had a night off work.

The next day (Friday) Paul took me for a drive around South Mission Beach which I had never explored and didn't realize how extensive it is. He took me up to Horizon Resort (formerly Tam O'Shanter) and showed me the earth works he had done there to demolish the former resort and prepare the site for the current extensive structure. On arrival at the car park (with Rosy and Poppy in tow) we saw a young couple feeding a dog that we soon realized was actually a feral pig that apparently had adopted the resort as home. We also encountered a goanna on one of the board walks and then saw a cassowary with two chicks strolling through the car park. We visited the original site of the "Mission" which was wiped out by a cyclone in the early 1900s prompting the removal of the settlement to Palm Island.

Arrived back in Townsville just before dark after running into Darren Shorter while refuelling in Cardwell. Darren came along to a club meeting a couple of years ago. At that time he had a Chev V8 in his XJS but is now converting it back to Jaguar power with a 41 V8 and matching auto transmission- should make a really sweet unit.

What a great journey this was - all packed into just one week. Thanks to all the club members who helped make this trip so enjoyable. Am I glad I had the opportunity to do it in one of the great touring cars of all time? You bet!

The Wedding

After a tip off that some Jaguar products could be seen at "The Wedding" I watched a replay of the first part of the ceremony and it wasn't long before I saw the first of the magnificent DS420 Daimler limousines arrive at the Cathedral. Both bride and bridegroom arrived in this fashion- the last Jaguar produced vehicles to use the XK engine. The king and queen of Denmark arrived in an old Rolls Royce- Silver Wraith I think.

Keep on Jaguaring.....Peter Carlson

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.

- With the Zed almost finished, Bill intends to transfer insurance from the Jag to it on 30 May. Any offers on his Series II XJ6 therefore welcome. Phone 4774 0043.

Coming Events:

Sunday 9 May Sunday Run departing McDonald's car park, Stockland, 4:30 pm.

Sunday 30 May Combined Peter's Farewell / Table Tennis bbq 98 Hammond Way, Kelso, 2:00pm.

Wednesday 2 June Meeting, Shelley's Diner, Norgate Ingham Road, 7:30 pm.

Sunday 13 June Sunday Run departing McDonald's car park, Stockland, 4:30 pm.

Sunday 20 June All British day, 10 am - 4 pm, Cathedral School, Mundingburra.

Contact Information:

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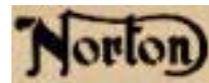


FREE ENTRY



You are invited to a display of British vehicles and machinery at Townsville's

ALL BRITISH DAY



ASTON MARTIN



**Cathedral School
Sunday 20 June 2004
10am – 4pm**



Owners interested in displaying vehicles or machinery should contact the Townsville Jaguar Drivers' Club after hours on 4774 0043 or 4778 3144 (or just turn up on the day).