

JAGUAR

Townsville



Register



June 2004

MEETING – 2 JUNE 2004

Present:

Kevin Fitzgerald, Allen Collins, Bill Honniball, Peter Carlson, Joe Pannia, Dick McInnes, Richard Dixon.

Apologies:

Michael Fitzgerald, Craig Scholz.

Minutes:

The minutes of the previous meeting held on 5 May 2004, having been previously distributed, were taken as read and were confirmed.

Peter Carlson / Richard Dixon

Business Arising:

In one of the biggest turn outs ever for a Sunday Run, Jaguars belonging to the Carlson, Dixon, Fels, Fitzgerald, Honniball and Pannia families all rolled up to admire Bill's Morris Z before its date with destiny and the RWC mechanic.

Peter thanked members for their gifts and kind thoughts expressed at the farewell / bbq held at Bill and Jean's on the 30 May. He also put on record his appreciation of the fine food prepared by the Debbie and Jean. All agreed it had been a very successful and pleasant afternoon.

Correspondence:

Inward: Invitation from Marque Sports Car Club to participate in a Drag Racing night on 12 June.

Request from Alice Duffy to provide member profiles and photos for publication in Qld Jaguar Driver

The May edition of *The Running Board*.

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

NextCar web site application form.

Summary of attendance at Club events to Brisbane for Member of the Year information.

Invitations and Flyers re All British Day to Far North Queensland Restorers Club; Euro Cycles; Townsville Vintage, Veteran and Historic Motor Club; Marque Sports Car Club; NQ Machinery Preservation Society; Restored Motor Cycle Club; Mini Club; Tony Ireland Jaguar; Geoff Pickering Mini and the Cathedral School.

Press Release to *Townsville Bulletin* and the *Sun*.

Bill Honniball / Allen Collins

Treasurer's Report:

Richard reported that the balance at 30 April stood at \$631.05 but that a petty cash cheque for \$64.95 was still outstanding. It was agreed to pay \$46.20 towards the cost of food for the 30 May function.

Richard Dixon / Peter Carlson

General Business:

All British Day

Peter reported that 4TTT had confirmed they would broadcast British music around the grounds on the day. A brief summary of the day's events, suitable for on-air announcements, would be faxed to the station as well as 4TO and the ABC. Kevin reported that Peter Vollugi had confirmed the school canteen would be selling food, including Devonshire teas, but that the school band would not be performing. Peter will give Jim Lewis, who is expected in town this coming weekend, some flyers for distribution at the Charters Towers Swap Meet the following weekend. Bill agreed to call Hedley Cook at Bearing Services - Motion Technology in Duckworth Street to try to arrange a motor bike photo shoot to go in the *Townsville Bulletin* as a promotion for All British Day. Joe will arrange for permission to display two Jaguars (Joe's and Allen's) in the Mall Sunday Markets and to distribute flyers to passers by on the Queen's Birthday weekend. Bill will locate the Charles Street sign and the Cathedral School notice board banner and arrange for their display from 13 June. Peter distributed data sheets suitable for entering details of cars for members to display on the day.

The Morris ZED and other Developments

Bill reported that the Morris had indeed passed its Roadworthy and was now proudly sporting its 49ZED plates. This had happened on the Monday, the same day that the Munis' had driven the Honniball's XJ6 out of their life forever. Visitors to Burketown will be able to admire it passing serenely around the streets of that distant outpost in the years to come. With the Honniball's Jaguarless for the first time in nearly 20 years, Bill notified the meeting that there would be a need to appoint a new Secretary in July.

JUNE 2004 NEWSLETTER

Cover Photo

These photographs are of last years All British Day depicting Jim Lewis' XK140 (Richmond), Kevin Fitz Gerald's XJS (Townsville) and Alan Collins' MK2 (Townsville). You might remember Jim's XK140 on the cover of February's issue in black and white but is now shown here again in glorious colour! Photographs kindly supplied by Alan Collins. Hopefully in next months newsletter we will be able to bring you more photographs of this years ABD including some of the other club's entries.

Bill's Baloney

This, the second and last Bill's Baloney, is being written with mixed feelings. I am jubilant that my little Morris Z is registered, on the road, and ready to mix it with 21st century traffic. I am almost, but not quite, despondent that I am Jaguarless for the first time in nearly twenty years.

As I once wrote, I had had a dream since 1962 that I would one day own a Jaguar, and that dream was fulfilled in 1986 when I purchased, by accident, the all time most desirable car ever created - a Mark 2, 3.8 litre manual overdrive Jaguar. To coin a phrase, the ecstasy and the agony followed, when I first drove for five years, and then failed to restore for the next seven, that most desirable of all motoring icons (in the eyes of many, at least). It's a matter of history that I eventually exchanged a box of a million pieces for the excellent example of a Series II XJ6 that I have just sold. To sum it up, I would have to say that the XJ6 was a class act but that it never said "drive me" the way the Mark 2 did.

So what says "drive me" about the Morris? Probably not the 3-speed gearbox which is reputed to have synchro on the two upper ratios. It's fairly unlikely that it could be the flat-head 819 cc engine which, in peak tune, churns out all of 27.6 horsepower. The absence of

wind-up windows is barely compensated for by the detachable side curtains. It's a bit of a mystery really, which, for most people, has no obvious answer.

To understand it you most likely needed to be a small boy in the early 1950s whose grandad lifted him into a little brown ute and headed off down the dusty dirt road to sell his crops at the markets. When I hear that engine start up and the gears whine, I am transported to a modest four acre farm in Cleveland where I helped my grandparents pick and pack strawberries to be sold in Brisbane for 6d a box. Now I've got the little brown ute, and the grandson (five in fact), if only I could find a dirt road!

I will miss the luxury, style and power of the Jaguar but my little Morris more than compensates for that. It's no compensation though, for the wonderful people in the Club. I hope to continue to see many of you in the years to come, especially at events like the almost-upon-us All British Day. My best wishes to you all and I hope that the Club continues to grow and prosper. And to let you into a secret; if I ever come across a bargain priced XK150 3.8 litre coupe in excellent condition or better, I'll be back in the Club in a flash.

All British Day

All Systems Go for this event. Have you distributed your flyers far and wide? Do you need some more? - see Richard. Is your car ready for display? We had 22 Jaguars a few years ago, let's try and beat that record this year. As well as displaying your car, can you assist setting up on the day? If so, roll up at the school any time after 8 am and lend a hand with signs, tents etc. Even if you can't help, do make sure your Jag is on display - we don't want to be out done by any of the other clubs.

For Sale / Wanted

For Sale - None this month.

Wanted - New Club Secretary!!

Coming Events:

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.
Wednesday 7 July	Meeting, Shelley's Diner, Norgate Ingham Road, 7:30 pm.
Sunday 11 July	Sunday Run departing McDonald's car park, Stockland, 4:30 pm.
Sat/Sun 24/25 July	Overnight at Ravenswood then lunch at the Mingela Hotel

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