

JAGUAR

TOWNSVILLE



REGISTER



RAVENSWOOD

AUGUST 2005

CALENDAR OF EVENTS*

28 August	Wine & Cheese Afternoon	3 Malkara Street, Mundingburra
7 September	Meeting at Shelley's Diner, Norgate	7:30pm
24 & 25 September	Mission Beach Run	Details in upcoming edition
5 October	Meeting at Shelley's Diner, Norgate	7:30pm
22 & 23 October	Richmond Weekend	Details in upcoming edition
2 November	AGM at Shelley's Diner, Norgate	7:30pm
26 November	Christmas Dinner at the Fels'	76 Robertson Street, Railway Estate
27 November	Christmas Recovery Breakfast	Details in upcoming edition

*Subject to confirmation

CONTACT INFORMATION:

President **Kevin Fitz Gerald** **4778 3144**
411 Stuart Drive
WULGURU QLD 4811



Vice President **Dick McInnes** **4779 0674**
13 Aloomba Crescent
CRANBROOK QLD 4814
Mob: 0419 757456



Secretary **Richard Dixon** **4789 3672**
127 Framara Drive
KELSO QLD 4815
Email: rg.dixon@bigpond.com
Mob: 0428 524827



Treasurer **Joe Pannia** **4778 1072**
80 Glenlyon Drive
WULGURU QLD 4811
Email: joepannia@bigpond.com
Mob: 0409 270971



Social Secretary **Craig Scholz** **4778 8004**
PO Box 518
TOWNSVILLE QLD 4810



MEETING – WEDNESDAY 3 AUGUST 2005

Meeting opened 7:30pm

PRESENT:

Kevin Fitz Gerald; Michael Fitz gerald;; Joe Pannia; Dick McInnes; Richard Dixon

APOLOGIES:

Alan Collins

MINUTES:

The minutes of the previous meeting held on 6 July 2005, having been previously distributed, were taken as read and were confirmed.

Dick McInnes / Michael Fitz gerald

BUSINESS ARISING:

The club is still going to place an advert in the local paper calling for new members.

CORRESPONDENCE:

INWARDS:

1. The Running Board July 2005;
2. Dyno Tuning advertising brochure.

OUTWARDS:

1. ABD thankyou to 4ttt Radio;
2. ABD thankyou to Cathedral School;
3. ABD thankyou to Mini Car Club; and
4. ABD thankyou to TVV&H Motor Club

Richard Dixon / Joe Pannia

TREASURER'S REPORT:

The closing balance at 31 May 2005 was unchanged at \$654.99

Joe Pannia / Kevin Fitz Gerald

GENERAL BUSINESS:

All British Day, CAIRNS Sunday 14 August 2005.

Reg & Jan are interested in attending Cairns Swapmeet on Sunday 14 August. If there are others interested please ring Reg (ph. 4721 3636) to organise a setoff time and place or to meet them in Cairns.

Wine and Cheese Afternoon - 3 Malkara Street, Mundingburra.

The Collins' are your hosts for this months event. Please bring along some wine and nibbles and join Alan and Margaret for an afternoon of frivolity from 3:00pm. Ring Alan or Margaret (ph. 4779 2780) if you have any questions.

Member of the Year Point Scoring.

To remind you all, our point scoring system is now as follows:

Attending a monthly meeting:	5 points
Attending a club event:	5 points
Attending a club event in a Jaguar:	3 points extra
Having an article printed in this newsletter	5 points
Organising / assisting at a club event	2 points
Organising / assisting at a club event but unable to participate	4 points

As promised here are member of the year points up to and including articles in this newsletter:

Joe Pannia	83
Richard Dixon	71
Kevin Fitzgerald	67
Dick McInnes	66
Alan Collins	49
Christine Pannia	49
Craig Scholz	44
Jan Fels	42
Reg Fels	42
Margaret Collins	22
Elma Raw	21
Jim Raw	21
Virginia Scholz	21
David Anderson	17
Wendy Anderson	12
Frank Munis	8
Glenys Munis	8
Jim Lewis	8
Michael Fitzgerald	5

Meeting closed 8:00pm

AUGUST 2005 NEWSLETTER

COVER PHOTO – RAVENSWOOD

23 & 24 JULY 2005

Story and Photos: Joe Pannia



Four Jaguars left the Stuart Hotel on Saturday 23-Jul-05 at 9:30 AM on the dot! Kevin's XJS, Dick & Ann's S2 XJ6L, Reg & Jan's S3 XJ12, and Joe & Chris's X300. Richard had the flu, Alan said Margaret had too many things on, and Craig hasn't been seen since he bought that boat. Within one minute Joe created chaos by doing a U-turn to retrieve the forgotten camera, followed by Reg, but by the time we got to Woodstock the convoy was resumed and order restored. Dick got

sick of Kevin dawdling along and powered ahead, through rolling hills and sunburnt plains, on pristine highway with zero traffic, blowing all cobwebs out of all four jags and getting us to Top Camp International Resort about one kilometer home side of Ravenswood in just over an hour.

Yes, that's what the sign said. Under a rock on the verandah of log cabin No.1 (actually 11 with one 1 missing) was a typed note from Jenni telling us which cabins were available, plus a spare, and if we had any problems, check with Adam – she had to go to town that weekend. Also the house would be open in case of emergency to use the phone. And we were to put the money in our previously designated place (in the fridge). That's country hospitality!



Reg and Jan decided to stay at the Imperial Hotel where we had booked dinner, and to get good pool table access afterwards. So into town we went to the Imperial – as is, since 1902. It's a ghost town after all. But still it could do with a coat of paint. It was inundated by Ulysses Bike Club members – nice bikes fellas! A new publican since March admitted he didn't know

wine from ginger-ale. A German backpacker barmaid on her first day at the pub poured Dick a beer with no head, and she thought "I'm right thanks" meant "I'll have another beer". Beautiful, ornate woodwork surrounded the old bar. It was still a real treat to have a drink there.

Showground Park was good for picnic lunch, at a sunny table in a cosy spot out of the winter winds. Home baked pasties, zucchini slice and coconut cake were great. Nobody noticed miniature figs and bird droppings exploding all over both Sovereigns. Joe and Reg burnt off a few kilojoules cleaning all to their former glory, using some cloths and gear that Kevin had, but had never used. You can tell looking at Kevin's car.



A drive up to Carpentaria Gold's Sarsfield open cut mine was next. Mining started in the mid-eighties, each truck carries \$2,200 worth of gold and if that big hole ever filled with water it would service Ravenswood for centuries. A compulsory walk through the old cemetery was next. Lots of miners died young from rock falls and other mining accidents, and if they survived that, they died later on from lung diseases. This was all too sobering so the Railway Hotel bar was voted the best place to go. All except one who had to have her nanny nap. We were interviewed, and cars photographed by Audrey Lehrke, mum of Peter from the Brisbane Jag Club, for stories in the Charters Towers Northern Miner and Townsville Bulletin. The papers had good Jags in Ravenswood stories last year.

Back to Top Imperial for a dinner.

an hour Reg at Top Camp of plan. Reg the door to and disturbed Ulysses fornicating Shock, horror room was time next to A fter a full at the pub, next door



Camp and the break before Within half and Jan were with a change had opened their room a couple of bikers on their bed. – another found, this the bathroom. day drinking the noises were

unbearable, and could be worse later that night, so Reg and Jan wisely absconded. Dinner was to be at the Railway Hotel. Reg did not want to meet up with the other end of the bare bottom.

The Railway Hotel was in much better shape. The publican of 23 days and his wife were very friendly. They searched the pub for the best wine, we opened and tasted some that was dodgy, helping them purge their supply. Dinner was roast pork and rump steaks which all tasted good. Two desserts were given to us free. Pool and the juke box entertained us at \$2 per song and \$2 per game. Two young locals thrashed us badly at pool all night. Joe and Kevin almost beat them the last game. We found out that these boys play pool all day and night. Reg, Jan and Kevin bought the remaining bottles of wine from the pub, consumed most of them back at Top Camp and still were not late for 8 o'clock breakfast.



We were waited on well by our friendly hosts at the Sunday morning full breakfast of bacon and eggs. The publican was very enthusiastic about his new acquisition and offered to take us for a tour of the old building, also early 1900 vintage. From high sloping verandahs, then down three levels to the triple brick wall rooms with dirt floor, where miners slept in the cold Ravenswood nights - it was impressive. There was nothing that an army of

handymen couldn't fix. Lots of heritage was there, with paintings, furniture, and original decorative cast iron bed heads and ends piled up in one of the bottom rooms. The new owners plan improvements and can take guests when they meet fire regulations.

The morning was spent walking around in the warm sunshine between old buildings and mining relics. The blue cattle dog from the Railway Hotel followed us everywhere we went. The Court House museum had records and artifacts that you could spend hours looking through. The craft shop was run by a retired mine engineer who gave us the complete history of recent gold mining in Ravenswood which I won't repeat here. There were mine shafts, chimneys, railway carriages and the Miners Cottage where the Butlers raised nineteen children. Thankfully not all of them were home all of the time. Kevin took a German tourist for a ride in his Cabriolet, and the chap was quite impressed – didn't even complain of any dog smells.



The Jags left Ravenswood at about eleven o'clock for lunch at Mingela. The offer was free lunch so long as you ordered an alcoholic drink. All the locals were there and lots of city folk who thought the forty minute drive from Townsville was worth it - and it was. Inside the weatherboard pub and especially out the back, it was like the original Walkabout Creek pub before Mick Dundee made it famous. Lunch was good, Chris ordered her first beer ever, and even the baked potatoes tasted

like the original home baked Sunday lunch.

We were getting close to home now. We had mobile coverage and Joe had messages about huge disasters back at work in Cairns which set the tone for the next week. A leisurely drive home and Ravenswood 2005 was all over red rover. Or was that red jag. No, we left the red jag at home. Is anybody still reading this story?

ELITE JAG DIESEL ON THE WAY

The Daily Telegraph

30 July 2005

It has been a long time coming but luxury diesel motoring is about to hit Australian roads in a big way.

Pioneers Mercedes-Benz and Peugeot are still firmly in the game with quality offerings, but there are a couple of new kids in the sandpit who are about to change the rules.

BMW has finally lifted the blinkers with plans to have the brilliant 3.0-litre diesel from the X5 in 5 Series sedans by the end of the year. Then there is Jaguar.

Tucked away in select garages across Britain is one of the big cat's best kept secrets, a stunning V6 2.7-litre twin-turbo diesel wrapped in S-Type metal.

The engine is as good as it gets but does nothing to address the inherent packaging problems in the S-Type. However it does make it so much easier to forgive.

A couple of thousand kilometres spent in the company of the 2.7D Sport in England recently reaffirmed a oft-forgotten truism – it's what is in the heart that really counts.

This one is an out-and-out sweetie.

For those cold-hearted techos who measure worth by numbers: let the AJD-V6 2.7-litre twin-turbo diesel speak for itself.

The four-cam, 24-valve, twin-turbo V6 features second-generation, common-rail direct injection and super-fast piezo-electric injector operation. Maximum power is 153kW with peak torque touching 433Nm with 80 per cent of this urge on tap from just 1500rpm through to 4000rpm when it all takes a holiday.

By more aesthetic measures, the Jaguar diesel is an even more worthy piece of work.

It is quiet – eerily so. The isolation of engine noise, in fact, any external noise from the cabin, is class leading by any measure. Again, for those who must know why, the hush comes from a raft of engineering tricks and tweaks. Jaguar says graphite iron engine construction; dual isolated engine mounts; elastic cam-cover gaskets; double-skinned sump and a variable swirl intake system all play their part in making the Jaguar's growl a purr. A very slight lag – despite the use of a pair of small variable-geometry turbos in a bid to eliminate it entirely – at the very bottom of the rev range is more than compensated for by the 2.7's willingness to urge on through the mid-range like some lunatic traction engine.

On England's expansive motorways, when they are not jammed to walking pace, the 2.7's long, long legs eat up the distances. A mere 2500rpm converts to a comfortable 140km/h through the six-speed ZF auto as the Jag sits poised to leap further up the scale with any application of the right foot. Around town, the enormous spread of the torque curve equates to minimal gearshifts as the S-Type happily crawls along.

All this comes with a fuel consumption guaranteed to make a V8 driver green with envy. A solid mix of enthusiastic B-road blasting, high-speed motorways and city crawling returned 8.2L/100km.

Jaguar Australia boss David Blackhall has had his eye on this package for some time and it now looks almost certain that a few discerning Aussies will be able to get behind the wheel by early next year.

"We are still going through the process but it is ready to go to the highest echelon and I am hoping for January production and March introduction for the car," Blackhall said this week. "It is not certain yet but we would like to be able to offer price parity on the car. It would be great to be able to offer the diesel and petrol cars to buyers and let them make a choice not based on price."

That would see the diesel in showrooms at \$99,900 in a luxury trim.

Blackall accepts there is likely to be a degree of substitution purchase from the V8 petrol to the diesel, but still believes there is good value in having the car on fleet.

"We may be being a little conservative, but if I can get 40 to 60 sales a year for the diesel then it makes business sense. It is going to take a little while for the idea to seep down but I am confident it will happen," he says.

There is also a little lateral thinking going on in regard to how the aluminium-bodied XJ6 would be accepted with the twin-turbo diesel. "We will have to have a think about whether that would suit the car here ... but it is certainly food for thought," Blackhall says.

Jaguar S-Type 2.7D

Price: \$99,900 (est)

Engine: Quad-cam, 24-valve, twin-turbo V6 common-rail direct injection diesel; 153kW@4000rpm, 433Nm@1800rpm-3800rpm

Transmission: 6-speed ZF automatic; rear-wheel drive

Performance: 0-100km/h in 8.2sec; top speed 227km/h

Fuel: 8.2L/100km; 69.5L tank g

Wheels: 17-inch alloys

Verdict: Fabulous engine with all the best characteristics of diesels. S-type packaging still an issue.

CLASSIFIEDS:

These classifieds are free to advertise and items don't have to be Jaguar related. Ring or email Richard to have your items inserted in next months issue.

For Sale: **XJ Fuel Pump.** Offers. Contact **Joe** on **4778 1072**

Mini DeLuxe 1969 One owner 55,000 miles. White with blue interior. One of the best and most original in Australia. \$6,600.00
Ph: **Glenys** - Mount Isa **07 4743 5290** or **0419 657 774**

Series 3 XJ6 1984 Red 165,000km Owned for past 11 years. Engine and gearbox rebuilt at 153,000km \$8,500 Contact John on **4771 5673**

Wanted: Pair of Rear Jaguar mudflaps in good condition to suit Series 3.
Contact **Craig** on **4778 8004**

JOKE OF THE MONTH

An 80-year-old man from Montana went to his doctor for his annual check-up. The doctor asks him how he's feeling.

The 80-year-old says, "I've never felt better! Life is great and I now have a 20 year-old bride who is pregnant with my child. What do you think about that?"

The doctor considers his question for a minute and then begins. "I have an older friend, much like you, who is an avid trophy hunter and never misses a season. One day, when he was going out hunting, he was in a bit of a hurry and accidentally picked up his walking cane instead of his gun. When he got to the creek, he saw a prime beaver sitting beside the stream of water. He raised his cane and went 'bang, bang'. Suddenly, two shots rang out and the beaver fell over dead. What do you think of that?"

The 80-year-old said, "I'd say somebody else pumped a couple of rounds into that beaver."

The doctor replied, "My point exactly."