

JAGUAR

TOWNSVILLE



REGISTER



ATHERTON MAY DAY WEEKEND

MAY 2005

COMING EVENTS

Sunday 8 May Sunday Run departing McDonald's carpark, Stockland, 4:30pm
Sunday 29 May Strand barbecue Meet at the Strand Park. Ring Kevin for details.
Wednesday 1 June Meeting, Shelley's Diner, Norgate Ingham Road, 7:30pm

CONTACT INFORMATION:

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Social Secretary **Craig Scholz** **4778 8004**
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Craig's Handy Tip #3

I think it's #3...my memory is shot. Anyway, this tip definitely applies to Series 3 Jaguars and possibly others. If your indicators drop dead for no apparent reason... the bulbs are ok, the fuse is ok and rats haven't chewed the wiring, check the hazard light switch. The hazard lights are wired into the indicator circuit. If the hazard lights aren't used...like forever in my case, the contacts get dirty and corroded. Bingo...no circuit and no indicators. If this is the case, try switching the hazard lights on and off quite rapidly but not TOO vigorously because it might fall apart...like mine did. Jiggling the hazard light switch could be a cheap fix...breaking it like I did will run you about \$140.00.

ATHERTON MEETING – SUNDAY 30 APRIL 2005

Meeting opened 6:30pm

PRESENT:

Alan & Margaret; Reg & Jan; Kevin; Craig & Virginia; Dick & Anne; Joe & Chris; Richard; John & Monika; David & Wendy; Jim & Elma

APOLOGIES:

Michael Fitz gerald

MINUTES:

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

Alan Collins / Craig Scholz

BUSINESS ARISING:

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

JDCQ Brisbane advised that All British Day will need a special arrangement for insurance which they will sort out.

We still need to send the Yellow Pages notice of a change of address.

CORRESPONDENCE:

INWARDS:

1. Townsville City Council Community Skills Workshop 19 April 2005

OUTWARDS:

1. Letters to various Townsville car dealers inviting ABD attendance. Hand delivered by Kevin.

Dick McInnes / Craig Scholz


TREASURER'S REPORT:


There was no statement ready for this month's meeting. Therefore last meeting's closing balance at 31 March 2005 was \$654.99


Joe Pannia / Alan Collins


GENERAL BUSINESS:


All British Day, Sunday 26 June 2005.

 Craig has offered to paint up an extra new sign to hang on the fence.

 Richard to write to RACQ re entering ABD as an event into Open Road magazine;

 Richard needs to chase Shannons Insurance;

 Advertising notices, write-ups in the Bulletin - Craig has contacted the Bulletin and spoken to Karla Pincott who will be able to do a write up for All British Day. (Craig also managed to score himself and his Daimler a centre spread in an upcoming edition of the Bulletin's My Drive.);

 Don't forget the power cables;



A letter to invite the Mackay and Bundaberg registers should be sent; and
Everything else is under control (?!).

Social Calendar.

Reg expressed his reservations about the stagnation of the register's calendar of events. This was supported by most members who wanted the inclusion of more weekends away.

Christmas Dinner

It was agreed that Reg and Jan should obtain quotes from caterers for this years Christmas Dinner to be held at their place.

Name Change

Richard suggested that a register name change from the Townsville Register to the North Queensland Register was in order to reflect the total area in which our members live. Unanimously supported.

Meeting closed 7:25pm

MAY 2005 NEWSLETTER

COVER PHOTO – ATHERTON MAY DAY WEEKEND

29, 30 APRIL & 1 MAY 2005

Well, what a weekend this turned out to be! What promised to be just another weekend away turned into what was probably one of our best attended and enjoyable runs in a long time. It started somberly enough with Craig, Kevin, Reg & Jan and myself departing Townsville mid Friday morning. Dick & Anne and Joe & Chris would make their own way later on in the day. We would meet up with our other northern members at this time too.

First stop was the Hinchinbrook marina at Cardwell for lunch. Debate raged over Craig's definition of what was 107km/hour. Craig swore blind that his cruise control was working correctly and his evidence that the four highway patrols he managed to evade was proof enough. We however called him a liar and that he was just plain lucky. Jan let him know that their attempts of traveling at 120km/hour just to keep him in sight were mostly in vain. (It's interesting to note that after Craig had his other cruise control sitting beside him ie Virginia we were able to keep pace with him.)



After lunch Reg recommended we take the tourist route and turn off at Silkwood. Craig luckily used the excuse that he had to travel through to Cairns to pick up his beloved (his term, not mine) and that he would meet up with us at the Atherton Hotel later on. Kevin was also able to escape by suddenly remembering he had a lawnmower in the back which he had to deliver to Mission Beach and that he too would meet up with us at the Atherton Hotel. This meant that I was the only

one remaining and would have to follow. The scenery was beautiful no doubt about that, but the slow meandering road and the stop to ask a three eyed local for directions almost proved fatal. And the rain. It only got worse once we had rejoined the Palmerston Highway. Even though the driving rain slowed things considerably we were still able to hit the Barron Valley Hotel public bar by mid afternoon for a refreshing ale (or six). I have to say that the Hotel and a few breweries fortunes rose considerably once the club members started to arrive. We also had the pleasure of



meeting John and Monika of Cairns in their new X-Type who have only been in Australia for four weeks and decided to join us for the weekend. I hope we didn't scare them off!



Saturday morning came and we were joined by Jim Raw (a local member) to guide us around the area in his beautiful XJ6. The six Jags (hooray!) and one

Subaru (boo hiss!) headed off down the road to Becks Museum to spend a morning traveling down memory lane. Oops, sorry, I meant admiring the world war 2 exhibits. A quick cuppa back in Yungaburra was then in order

A huge thanks to Elma and Jim for providing the beautiful lunch back at their place overlooking the magnificent tableland views (cover photo). We also met up with David and Wendy Anderson (the other local members) who would later join us for dinner after a few cows had been milked. At this point we were invited to view a partially restored aluminium bodied XK150 owned for more than



forty years by one of the locals nearby. It is believed to be chassis no. 005. It is obvious that Michael the owner has taken a lot of care to get it to its present state and that probably his only enemy is time.



Okay, back to the public bar for another couple of drinking lessons from Dick (and from the others later on), a quickish meeting and



then dinner. By the way, my apologies are hereby tendered if the minutes are a bit on the short side or if I missed anything. At the time my notes were perfectly legible. Dinner was excellent fun. Joe managed to beat Craig to the title of Guts of the month by eating more of his half a cow on Friday night than Craig could manage at this sitting.

By Sunday morning all was subdued as we contemplated the trip home. Time really does fly when you're having fun!

TH700 TRANSMISSION CONVERSION

Craig Scholz

G'day Jag lovers. After nearly falling off the perch twice and having to teach myself how to walk again, I'm back behind the wheel of my darling Daimler and it's a bloody sight more comfortable than my Otto Bock wheel chair. I haven't forgotten that sometime in the distant hazy past, I promised you an update on my transmission conversion, or was that just one of my morphine hallucinations. Whatever...I'm in the mood to dribble, so here I go.

How did the conversion go, you ask? Well, now that you've popped the question, I'll tell you. **It was an unadulterated, friggin' nightmare.** Worse than any of my morphine induced hallucinations. You would not believe the amount of stress and anxiety I was put through for three months...yes, that's right...three months...12 bloody weeks for a garden variety transmission conversion from a mob who proclaim to the world that they are "Specialists". And you would not believe the blatant displays of incompetence that I witnessed. Anyone would think that I had been trying to get a 12 cylinder Rolls Royce Merlin engine into a Fiat Bambino.

I will not entertain the idea of giving you a blow by blow description because recalling the trauma would have me rolling on the floor in the foetal position, frothing at the mouth

like a rabid dog. In later years I will probably be struck down with Post Traumatic Stress Syndrome. However, I did keep a running log of the fiasco and it will be worth several chapters in my memoirs.

Suffice to say, I learnt several very valuable lessons the hard, expensive way and I will pass on to you the wisdom thus procured. If you are contemplating a conversion, any type of conversion, there are three basic Golden Rules you ignore at your peril.

Rule One

Thoroughly acquaint yourself with every aspect of the conversion. This included process, methods, parts required, equipment required, sources of competent technical advice and prices. By the time you have achieved this, you should be as theoretically conversant with the conversion as the specialist carrying it out.

Rule Two

Be thoroughly ruthless when choosing a specialist to do the conversion. The specialist must have a proven record of general competence and must have significant experience in your particular conversion. If a specialist cannot demonstrate these qualities...move on.

Rule Three

Have a list of the parts required (See Rule One) and source them yourself. This way you will know what is required, you can do the deals and ensure quality and you can make sure the parts are on hand when required.

A DISTURBING SNAP!



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 47781072
1975 XJ6L Series 2 sedan. Red duco, new upholstery; boot mats, carpets & roof lining Delta (hotwire) mags, 350 Chev motor, T400 box, new Bridgestone tyres \$3,000 Contact Brian on 4751 5214
- Wanted:** Pair of Rear Jaguar mudflaps in good condition to suit Series 3. Contact Craig on **4778 8004**