

JAGUAR

NORTH QUEENSLAND



REGISTER



BALGAL BEACH

MARCH 2006

2006 COMING EVENTS

Wed 1 March	Meeting at BP Truckstop, Cluden	7:30pm
Sun 12 March	Sunday Run departing McDonald's (Willows)	3:15pm
Sat 25/Sun 26 March	MACKAY WEEKEND	See this issue
Wed 5 April	Meeting at BP Truckstop, Cluden	7:30pm
Sun 9 April	Sunday Run departing McDonald's (Willows)	3:15pm
Sat 22/Sun 23 April	ATHERTON WEEKEND	See next issue
Wed 3 May	Meeting at BP Truckstop, Cluden	7:30pm
Sun 14 May	Sunday Run departing McDonald's (Willows)	3:15pm
Sat 27/Sun 28 May	CHARTERS TOWERS/MINGELA	See future issue

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MEETING – WEDNESDAY 1 MARCH 2006

Meeting opened 7:50pm after some burgers and FREE juice

PRESENT:

Alan; Dick; Joe & Chris; Richard; Craig

APOLOGIES:


Kevin & Michael Fitz gerald; Reg & Jan Fels

MINUTES:

The minutes of the previous meeting held on 1 February 2006, having been previously distributed, were taken as read and were confirmed (but the 'coming events' – not part of the minutes – needed fixing).

Alan Collins /

BUSINESS ARISING:

 Reminder - we are changing the **monthly runs up Hervey's Range** to a 3:15pm (slightly earlier than the 3:30pm previously noted) departure from the carpark opposite McDonalds at the Willows. This allows more members to attend and ensures the teahouse is open when we get there.

CORRESPONDENCE:

INWARDS:

1. Westpac fees for non ATM usage; and
2. Some inter-register emails.

OUTWARDS:

1. **Westpac authorising letter** required by the bank to make name changes; and
2. **ABD Committee** – a letter to the other British vehicle clubs to form a committee.

Craig Scholz / Alan Collins

TREASURER'S REPORT:

Closing balance at 31 January 2006 was \$947.96 (unchanged).

Joe Pannia / Alan Collins

GENERAL BUSINESS:

Mackay Run 25/26 March 2006

With a possibility of meeting other members from both the Mackay and Capricornia registers despite the 'late' notice, we're off and running to Eungella. Bookings have been made at the BROKEN RIVER MOUNTAIN RESORT for Friday and Saturday nights. Joe, Chris, Craig, Virginia, Richard & Debbie have elected to leave FRIDAY 10:00am from the ALLIGATOR CREEK ROADHOUSE. Reg, Jan, Frank, Glenys, and possibly Dave, Jim and Kevin have elected to leave early SATURDAY MORNING. Please call Reg on ph. 4721 3636 or mob. 0412 777 043 for more details about Saturday's departure.

More changes to the calendar are afoot thanks to Craig's busybodiness. So we get to interact with each other more often, Craig's suggestion is to change July's Bowen trip to Cairns/Port Douglas. Any objections? Let a committee member know.

Fundraising Raffles. A suggestion to run a raffle at ABD to subsidise meals/drinks etc. on away trips to encourage more members joining in was discussed. Good idea, let's do it.

Meeting closed 8:40pm

MARCH 2006 NEWSLETTER

BALGAL BEACH

26 February 2006

Balgal Beach on Sunday afternoon turned into a bacchanalian orgy after Joe and Chris unexpectedly revealed an esky full of beer and cashews. After some intelligent conversation and with a few light ales under our belts we then enjoyed a nice cuppa from over the road (Joe had another beer) afterwhich we made our way home. Thanks Joe and Chris, you've raised the bar (pardon the pun) – Craig and I will be turning up for the next one!



MORE JAG CONVERSIONS

Craig Scholz

G'day Jag Lovers. I'm back again after another long absence. This is my first offering since my TH 700 transmission conversion article last May...the one that you probably thought ended rather abruptly. That's because our esteemed Secretary forgot to publish the results and conclusion. Not to worry...I'm going to allude to that article this time. Since last May, I've been as busy as a three dicked dog in a pine forest but I have managed to fit in further upgrades to the Daimler.

Since the fiasco of the TH 700 conversion, the old girl would not kick-down if over 2,000 RPM, cold starting was a nightmare, hot starting was worse and she was returning about 9 mpg.... or 3.7 km per litre, for you youngsters. To cut a very long story short, these problems were found to have been caused by the transmission "specialists" totally stuffing up the kick-down cable bracket and the poor old D-Jetronic injection system giving up the ghost.

Once again, I couldn't see the logic in reconditioning 30-year-old technology, so I decided it had to go. After much research, I decided to replace the D-Jetronic system with a state-of-the-art digital Autronic SM2 ECU. Autronics are an Australian designed and made product and the SM2 is specifically made for race engines. As the pre-HE Jaguar V12 is a purpose designed and built racing engine which won the Le Mans 24 hour race numerous times, I figured that the SM2 would be the most suitable ECU for the car. Luckily for me, there is an Autronics specialist in Townsville who also has a high regard for the Jaguar V12 engine.

Without boring you with detail, the D-Jetronic system was ripped out, the ignition system was ripped out, the throttle switch and cold start injectors went ta ta, the MAPS sensor was disconnected and the temperature sensors got the flick. That basically left me with a motor and a set of spark plugs. The distributor then got a new set of bearings and was rebuilt to V8 Commodore specifications. The original as-new injection harness and

engine harness were retained and the SM2 computer was fitted into the boot in place of the D-Jetronic. To the untrained eye, the conversion is undetectable.

But... what does it do? Well...the SM2 is a totally adaptive digital ECU, which controls injection, fuelling, air/fuel mix, spark and timing. It is possible to tune each of the 12 cylinders individually and the computer automatically provides the optimum air/fuel ratio for the demands placed on the engine. It is a "set and forget" system. A lap top computer tunes the car and any amount of variations is possible.



Well.... what has it achieved?

Wait...before I answer that, there's more. When the SM2 had been fitted, the specialist looked at the cumbersome and restrictive air induction system and said "I would really like to get rid of those and let the engine breathe." In no time at all, he knocked up exact copies of the

American "Growler" air induction system in polished stainless steel. They look fantastic and take the air induction from about 1.5" to 2.5" with K&N filters. The old girl now gets more than double the amount of air into her, which of course the SM2 takes into consideration.

But wait...there's more. When the specialist first looked under the bonnet, he said, "Do you have problems with the transmission?" I said "Funny you should ask." I then described the lack of kick-down and the total lack of top end grunt. He then pointed to the kick-down bracket and said, "There's your problem." Needless to say, he built a new bracket and tuned the kick-down to the same specifications as a V8 Commodore, from whence the transmission originated.

So...what has it achieved? Well, it's early days yet but so far the signs are enormously encouraging. Taking the effect of all three upgrades into consideration, I can say that the car runs superbly. Although I haven't yet had it dynoed, it clearly has more power. It is crisp and clean off the mark and accelerates very smoothly. I am led to believe that the new air induction system is good for 15-20 extra horsepower in the V12. The way it drives, I believe it. I no longer have transmission problems. The TH 700 is now as smooth and precise as the old TH 400. At 100 kph, if I manually shift down to 2nd and plant it, she takes off like an Exocet missile. Not that I'm a rev head but it's good to know you've got it if you need it. Another unexpected bonus is that she runs cooler, 10-15 degrees cooler, even on the hottest days. Driving at night at this time of the year, she doesn't even raise 80 degrees. The big test will be the economy. I haven't yet done an economy trial, Richard wanted an article ASAP for this month's newsletter, but so far, judging kms against the fuel dial, I'm getting very excited.

Therefore, at this early stage, I think the upgrades are going to prove very successful. However Jag Lovers, no doubt a lot of you are thinking, "Jeez, how much has he spent (wasted) on the bloody thing?" A lot of people say it to my face, but I look at it this way.

I love Jaguars and I believe that the Series 3 is the best-looking saloon car ever built bar none. My Daimler is a superb classic in extraordinarily good condition. The upgrades (not only the three mentioned) have given the car the performance, reliability and driveability of modern vehicles, whilst retaining the classic Jaguar aesthetics and style. I don't mind admitting that the old girl has cost me just on 35K, but what are the alternatives?. What does 35K get you these days? It might get you most of a throwaway Falcon or Commodore. It might get you a bottom drawer Camry or it might get you two Hyundai Getz. It certainly won't get you a superb luxury V12 touring car that had a RRP of 218K when it ceased production in 1997. See my point?

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. Photos are welcome for inclusion too.

For Sale: White sheepskin seat covers to suit Series 3 XJ DAIMLER.
Contact Richard 0428 524827

Wanted: Items for these classifieds

Stories and other items for this newsletter.

CLUB CAR MODEL DETAILS

Have you checked or updated your car details lately? Here's your chance! This is JDCQ's latest list of what they think we drive up here in North Queensland. My apologies if you have been left off this list as it was compiled from a master list provided by JDCQ. Get your magnifying glasses out and let me know if there are any omissions or errors.

1371	DONALD & ANNETTE RADKE	XJ REGISTER	CLASSIC XJ	XJ6 S3	1980	???	WHITE	3.6 L	9DPAMA105889	JAALR33CC 309141
1371	DONALD & ANNETTE RADKE	XK REGISTER	E TYPE	E S1 2+2	1966	???	BROWN	4.2	7E50957-9	1E75981BW
1430	FRED NANNESTAD	XJS REGISTER	GRAND TOURER	XJS	1988	OXJ-012	BORDEAUX	5.3	8S58268SA	SAJJNAEW3 BF149784
1520	KENT SUTTON	XK REGISTER	E TYPE	DAIM SP250	1962	UNREG	???	2.5	96070	102640
1712	JIM LEWIS	REGISTER	CHASSIS BASED	MK VIIM	1954	VII-M	PEARL TURQUOIS	3.4	N25398	728772BW
1712	JIM LEWIS	XK REGISTER	CHASSIS BASED	XK140 C	1957	XK 140 C	BLUE BASE MULT	3.4	95173-8S	S814823
1778	JAMES & ELMA RAW	XJ REGISTER	CLASSIC XJ	XJ6 SOV		SOV 02	TITANIUM	4.2	8L83604-S	R3CC380578
1849	FRANK & GLENYS MUNIS	XJ REGISTER	CLASSIC XJ	XJ6L	1977	475 HQE	WHITE	4.2	8L4985BL	2T21401BW
1849	FRANK & GLENYS MUNIS	XK REGISTER	E TYPE	E S1 FHC	1964	PURRRR	GUNMETAL	3.8	RA6287-9	861840
1849	FRANK & GLENYS MUNIS	XJS REGISTER	GRAND TOURER	XJS	1990	XJS-90	WHITE	5.3	8567847SA	SAJJNAEW3 BF161406
2124	PHILIP MCINTYRE	IND REAR REGISTER	CLASSIC MONOCOQ UE	S TYPE	1966	JAG-66	WHITE	3.8	7B56398-8	1853735BW
2215	PAUL & KAYE HAWKINS	XJ REGISTER	CLASSIC XJ	XJ6 S1	1972	16-JAG	RED	4.2	7L55704-S	4L37060
2536	KEVIN FITZGERALD	XJS REGISTER	GRAND TOURER	XJS	1980		WHITE	5.3		SAJJNAEY3 AC100540
2536	KEVIN FITZGERALD	XJS REGISTER	GRAND TOURER	XJS CABRIO	1986	666-DOH	WHITE	5.3	9S38511SA	SAJJNACY3 CC127030
2718	ANTHONY & KAYE COOPER	MK 1 & 2 REGISTER	CLASSIC MONOCOQ UE	MK 2	1961	CAT 2.4	DARK BLUE	2.4		H037716
2729	P SIMMONDS & R KAVANAGH	XJ REGISTER	CLASSIC XJ	XJ6 S2	1974	851-EUU	YELLOW	4.2	7L889035	AZN6054B W

2730	ALAN & MARGARET COLLINS	MK 1 & 2 REGISTER	CLASSIC MONOCOQUE	MK 2	1967	123-ETG	WHITE	2.4	BJ7137-8	???
2756	FRED & LAURIE ABRAHAMS	S&X TYPE REGISTER	CONTEMPORARY SEDANS	S-TYPE	2000	486 HGW	EMERALD GREEN	3.0	086395361	SAJACO2E8 YFL84365
2756	FRED & LAURIE ABRAHAMS	S&X TYPE REGISTER	CONTEMPORARY SEDANS	X TYPE	2002	066 GSE	CARNIVAL RED	2.1	245843425YC	SAJAG52N2 2YC76243
2756	FRED & LAURIE ABRAHAMS	XK REGISTER	E TYPE	E S1 2+2	1966	707 GTU	DARK GREEN	4.2	7E50311-9	1E50021
2853	JOE & CHRISTINE PANNA	XJ REGISTER	CLASSIC XJ	XJ6 S2	1979	960-BUZ	RED	4.2	8L70644	???
2853	JOE & CHRISTINE PANNA	XJ REGISTER	CLASSIC XJ	XJ6 S3 SOV	1986	961-ECI	GREEN	4.2	8L2070885	???
2853	JOE & CHRISTINE PANNA	XJ REGISTER	CONTEMPORARY SEDANS	X300	1995	164 JAS	TOPAZ	4.0	93PFNB108827	
2950	DAVID & WENDY ANDERSON	SS REGISTER	CHASSIS BASED	MK V DHC	1950		MAROON	3.5	Z2158	640038
2950	DAVID & WENDY ANDERSON	SS REGISTER	CHASSIS BASED	MK V SEDAN	1951		GREY	3.5	T8724	622871
2950	DAVID & WENDY ANDERSON	XK REGISTER	CHASSIS BASED	XK120 ROADSTER	1953		WHITE	3.5	W9255-7	661095
2974	RICHARD GELLE	XJS REGISTER	GRAND TOURER	XJS	1977		BLUE	5.3		
2982	RONALD & KAREN STRUTT	MK 1 & 2 REGISTER	CLASSIC MONOCOQUE	MK 2	1963		MAROON	4.2	762436-S	1K4995BW
2983	REG & JAN FELS	XJ REGISTER	CLASSIC XJ	XJ12	1988	FMN 777	BEIGE	5.3	7P597055A	
2983	REG & JAN FELS	XJ REGISTER	CLASSIC XJ	XJ6	1982	183 FQC	GREEN	4.2	8L105929H	
2983	REG & JAN FELS	XJS REGISTER	GRAND TOURER	XJS	1988	400 GZS	GREY	5.3	85628225A	
3042	RICHARD & DEBBIE DIXON	XJ REGISTER	CLASSIC XJ	XJ6	1982	OXJ 111	WHITE	4.2	8L113224H	SAJJAALR3C C336255
3081	SIMON KLEIN	XJ REGISTER	CONTEMPORARY SEDANS	XJR SPORT	1991	531 FZG	SILVER	4.0	9WPFNA138358	SAJJPALD7A D627998
3085	CRAIG & VIRGINIA SCHOLZ	XJ REGISTER	CLASSIC XJ	DAIM VDP	1981	283 NZD	BASCAN BLUE	5.3		
3095	ROGER & JANE MACCALLUM	XK REGISTER	CHASSIS BASED	XK140	1955	UNREG	WHITE	3.4		
3095	ROGER & JANE MACCALLUM	XK REGISTER	CHASSIS BASED	XK140	1955	UNREG	RED	3.8		
3120	KEN & ANN PICKARD	MK 1 & 2 REGISTER	CLASSIC MONOCOQUE	MK 2	1964	JAG 38B	WHITE	3.8	LC9028-8	
3154	RICHARD MCINNES	XJ REGISTER	CLASSIC XJ	XJ6 S2	1975	OXJ 075	ENGLISH WHITE	4.2	7L98155	
3222	J & M BAKER	S&X TYPE REGISTER	CONTEMPORARY SEDANS	X-TYPE	2005	JSB 10	TOPAZ	3.0	485180405WB	SAJACS51L9 5WE4028
3250	COLIN & STELLA NEEDHAM	XK REGISTER	CHASSIS BASED	C TYPE REPLICA						UNDER CONSTRUCTION

And this is for poor Joe who says he never gets a picture of his Jag in the newsletter.....

