

JAGUAR

NORTH QUEENSLAND



REGISTER



BALGAL BEACH

APRIL 2007

CALENDAR OF EVENTS*

4 April 2007	Meeting, BP Truckstop, Cluden	7:30pm
1-14 APRIL 2007	JAGUAR RALLY ADELAIDE	See this Newsletter
2 May 2007	Meeting, BP Truckstop, Cluden	7:30pm
26-27 MAY 2007	AIRLIE BEACH WEEKEND	See this Newsletter
6 June 2007	Meeting, BP Truckstop, Cluden	7:30pm
17 JUNE 2007	ALL BRITISH DAY	TBA
4 July 2007	Meeting, BP Truckstop, Cluden	7:30pm
29 JULY 2007	POKER RUN	TBA
1 August 2007	Meeting, BP Truckstop, Cluden	7:30pm
25-26 AUGUST 2007	ATHERTON TABLELANDS	TBA
5 September 2007	Meeting, BP Truckstop, Cluden	7:30pm
30 SEPTEMBER 2007	WINE & CHEESE EVENING	TBA
3 October 2007	Meeting, BP Truckstop, Cluden	7:30pm
27-28 OCTOBER 2007	PORT DOUGLAS WEEKEND	TBA
7 November 2007	Meeting, BP Truckstop, Cluden	7:30pm
24 NOVEMBER 2006	CHRISTMAS DINNER	TBA
25 NOVEMBER 2006	CHRISTMAS RECOVERY BREAKFAST	TBA

*Subject to confirmation

CONTACT INFORMATION:

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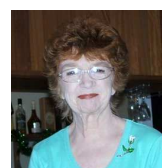
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MEETING – WEDNESDAY 4 APRIL 2007

Meeting opened 7:40pm

PRESENT:

Kevin Fitz Gerald; Joe Pannia; Richard Dixon.

APOLOGIES:

Reg & Jan Fels; Michael Fitz gerald; Alan Collins.

VISITORS:


Bill (47799017).

MINUTES:

The minutes of the previous meeting held on 7 March 2007, having been previously distributed, were taken as read and were confirmed.

Kevin Fitz gerald / Joe Pannia

BUSINESS ARISING:

 Joe has forms organised for the new cheque book signatures however it has been decided to retain the existing signatures.


CORRESPONDENCE:

INWARDS:

 Variety Club Magazine

 JDCQ Survey of Events Form

OUTWARDS:

 Email JDCQ request to update committee records etc.

Richard Dixon / Kevin Fitz Gerald

TREASURER'S REPORT:

Balance at 23 March 2007 was \$625.06 with cheques cashed for \$87 and \$17.60 for for newsletter postage costs & trophy repairs respectively.

The bank statement date has been changed to coincide better with our meeting dates.

Joe Pannia / Richard Dixon

GENERAL BUSINESS:

All British Day 2007

Draft posters based on previous years efforts will be made ready for the next meeting.

Airlie Beach in May

As a reminder from last month's newsletter, Airlie Beach Hotel is firming up in the odds for a place to stay. Rates vary between \$120 and \$170 per night approximately depending on your location and view.

Adelaide rally - Easter

The Fels, being the only starters for the Adelaide Jaguar Rally, should be home very shortly. We hope it all went well and there's some stories and photos as well!!

Meeting closed 8:15pm

REMEMBER:

Sunday Runs These runs are now only held (Townsville members) if there is interest. If you are interested, or even if you're driving through, give one of the above committee members a call and it may well be all systems go!

Emails If you have an email address and can receive newsletters *or* if you change your email address *please* let the editor know. It saves time *and* the club money.

MARCH 2007 NEWSLETTER

BALGAL BEACH BBQ, SUNDAY 25 MARCH 2007

Jan Fels



couldn't make it. It has been years since we have been to Balgal, and we thought it a wonderful place for a Sunday BBQ lunch, even when the gas BBQ took ages to cook our sausages and chops.

We were entertained by 8 or 9 black cockatoos who spent the



day stripping those poor trees. It is definitely a great place for another visit, not too far, just a nice drive from Townsville.



WHY JOIN A CAR CLUB?!

Craig Scholz

G'day Jag Lovers. Recent events have given me cause to ponder the reasons why I joined the Jaguar Drivers Club. Those same events have caused me to wonder in amazement why only a small percentage of Jaguar owners are members. When I first committed to finally taking the plunge and buying a classic Jaguar, the first thing I did, before I even looked at a car, was to join the Jag Club.

As a former Intelligence Officer, I am well versed in establishing and maintaining information networks and sources. As I used to tell my trainees, "a wise man can't know everything, but he knows how to find out what he doesn't know." Therefore, who better to tap into than people whose passion is Jaguars.

I have only been a Jaguar owner for 3-4 years, yet I have proven this piece of wisdom time and time again. Nobody knows Jaguars like Jaguar drivers. Certainly not your average mechanic and not even the average Jaguar dealer. I can't begin to count the dollars I have wasted on needless labour charges because of 'qualified' mechanics crawling all over the car without a clue and coming up with all sorts of wrong diagnosis.

When the local (Townsville) Jaguar guru hung up his tools and got a white-collar job, I was quite concerned. After all, Brisbane is a long way away. I thought I would bite the bullet and take the Old Girl to the local Jaguar dealer.

Imagine my surprise when the Jaguar Service Manager told me, after canvassing everyone in the workshop, that they had neither the equipment nor the expertise to work on Jaguar V12's. Not bad for a Jaguar dealer!

Since then I've had all sorts of experiences. I took the Old Girl to a well-known local workshop for a tune-up. When I picked her up, I noticed no difference at all. When I raised the issue with the owner, he took me into the workshop to question the mechanic. The mechanic claimed he had done a routine tune-up. When I asked him if he had checked the timing at 750 RPM and again at 4000 RPM, he looked at me dumbfounded and admitted that he hadn't touched the timing at all. He didn't think it was necessary. After the owner came around from his dead faint, he booked the car in again and did the tune-up himself.

Another time, I had the radiator removed for checking and flushing. When it was reinstalled, the qualified mechanic put the water pump housing in back to front. Sometime later, I went to check the steering pump fluid....and of course, I couldn't. There was a radiator hose on top of the filler cap. Back to the workshop.

Another time, the Old Girl was running like a hairy goat and so rich you could smell the dollars pouring out the exhausts. I can't remember the reasoning behind it, but it was considered necessary to strip the left hand bank down to the pistons. After many hours labour and much gnashing of teeth, the Old Girl was put back together for Jack Sh*# result. The cause was eventually determined to be a crimped vacuum hose on the right bank.

More recently, the Old Girl developed a knocking/creaking sound in the front end. I took her to her regular workshop that passed it off as something loose behind the dash. After stripping the dash three times and practically immobilising everything that could possibly move or vibrate with no result, I took her to a local national steering and suspension

franchise on two separate occasions. Although they identified over \$1,100.00 worth of shock absorber and upper control arm bush replacements, I still had my knock.

After coming down off the suspension specialists' hoist, I drove around to see the club's 'el Presidente', owner of three V12s. "Reg", I said, "can you take the Old Girl for a drive and see if you can sort out this bloody knocking and creaking?" After a short drive around the block Reg says, "Have you looked at the engine mounts?"

The Old Girl was put up on Regs' hoist and sure enough, both mounts were shagged. No wonder she was creaking and knocking. Not one of the specialists had even looked at the engine mounts. Good on ya! Reg. This is not the first time that Reg has saved the day. In fact, Reg's knowledge, expertise and generosity of time and workshop has saved me \$thousands. Thanks Reg!

Had I not been a Jaguar Club member, I would still be throwing dollars at gormless mechanics for nil result.

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:

Slightly dead Series 2 XJ6 motor and Borg Warner gearbox asking \$50?
Phone Joe 4778 1072

Sanyo Radiogram \$20, German Radiogram \$20, Cricket pads \$10, Four Plate Cook top \$30 Phone Bill 47799017

Wanted: Winning Lotto numbers before they're drawn. Phone Kevin Haha!!

