

JAGUAR

NORTH QUEENSLAND



REGISTER



AIRLIE BEACH WEEKEND

JUNE 2007

CALENDAR OF EVENTS*

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

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MEETING – WEDNESDAY 6 JUNE 2007

Meeting opened 7:25pm

PRESENT:

Kevin Fitz Gerald; Joe Pannia; Richard Dixon, Reg & Jan Fels;. Craig Scholz;

APOLOGIES:

Alan Collins; Michael Fitz gerald (off chasing Irish girls).

MINUTES:

The minutes of the previous meeting held on 2 May 2007, having been previously distributed, were taken as read and were confirmed.

Jan Fels / Kevin Fitz Gerald

BUSINESS ARISING:



Richard will probably fill out the Westpac forms for himself and Reg for the new cheque book signatures.



New business cards have been printed at a cost of \$59 and look great with just the right amount of information included despite Joe's comments.

CORRESPONDENCE:

INWARDS:



4ttt subscription request & ABD confirmation



Life Be in it Secretarial Services letter



Dept. Tourism Tasmania Events Notice

OUTWARDS:



Email requesting JDCQ update committee details

Richard Dixon / Craig Scholz

TREASURER'S REPORT:

Balance at 26 May 2007 was \$626.12 with \$59 & \$60 cheques for cards and ABD BBQ respectively outstanding.

Joe Pannia / Kevin Fitz Gerald

GENERAL BUSINESS:

All British Day 2007

The Saturday night BBQ before ABD starts at 5:00pm at Craig & Virginia's place in the evening. The address is 33 Bentley Drive just over the hill past the 80 sign on the left hand side (Turn left at the Roadhouse heading out of town). Please bring a salad and desert plate, drinks and a chair just in case. It may also be a wee bit chilly before the booze kicks in, so please bring something warm. Call Craig or Virginia on 07 4778 8004 for more details if required.

Posters with correct date are attached at the end of this newsletter for distribution around the area please. Setup at the Cathedral School is set for Sunday morning at 8:30am – Reg

has the tent, Joe has the parking signs and Kevin has some tables. Richard will put the banner up at the school ASAP.

The Dennis fire Engine has been confirmed as has Sergio's Roller.

Hope to see you all there!!

July Poker Run

The poker run was discussed with possible options tabled. The mini club is of course welcome to join in. More on this next month.....

Meeting closed 8:25pm

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.

JUNE 2007 NEWSLETTER

THE LONG WAY HOME (Part 2)

Jan Fels

Some days after the Rally we left Adelaide for Mount Gambier via the Coorong. We haven't been this way in 24 years and with all the vineyards that have popped up, its good to see there will be a good supply of wine for the future! It was also a time to travel on the Great Ocean Road, as we had never been on this road before. How lucky were we, the sun was out and the scenery was fantastic. It was disappointing that, at one of our stops along that road, someone decided they didn't like Jaguars so put a big scratch down the bonnet. This did put a bit of a damper on the day but we still managed to enjoy ourselves.

In Geelong we stayed with friends who have offered us a bed for the 2008 rally. I wonder how many club members will be with us next year? As we did not want to travel into Melbourne it was suggested that we take the ferry from Queenscliff to Sorrento. This was fantastic. Once again we were lucky with the weather as it was bright sunshine and smooth waters. In no time we were driving off the ferry Here I would have liked to have browsed around all those interesting beachside towns, but we had to move on. All roads pointed to Melbourne but eventually we found the sign post for the Princess Highway and we were on our way.



Lakes Entrance was our next overnight stay. It was here Reg rang Frank Munis who was convalescing in Brisbane and Frank suggested we call around and see Helen MacCubbin who

owns Holiday Cabins. Well, Lakes Entrance has 25 caravan parks so were lucky on our second try to find Helen. It was the most amazing coincidence that she and her brother in law and his wife were just setting off on a Jaguar Jaunt to the Alpine National Park, where they planned to stay at Anglers Rest. Helen asked us to come along so we could meet all the other Jag owners. They were meeting in Bruthen, a tiny little town. Imagine our surprise when we arrived to find X Type, Mk11, also 1947 Bentley plus other later models, and Helens red XK150 which won gold in Adelaide. We were invited to share morning tea and it was about this time Reg & I were asked when we expected to be home. It then dawned on us we had only a week to get home. So rather than go further with them we said our goodbyes and headed for the East Coast, then over the border and onto Pambula where we stayed that night. Reg was keen to check up an old friend who used to maintain Reg's Auster. Next morning saw us around at the Airport, where it was sad to learn that Bob had passed on.



The following day we headed towards Canberra; we were told to follow the Airport Signs, this way we would avoid going into Canberra. Well we never did find those signs and spent the next couple of hours trying to find our way out. Finally we found a friendly taxi man who gave us directions and once again we were on our way and made Yass that night.

Next day saw us going through Bathurst over the Blue Mountains with some of the most spectacular scenery. But some of those corners are a bit hair raising and so sharp, the XJS just "sailed on" up and over, but there were quite a few vehicles stopped on the side of the road with engine trouble or punctures. What a place to break down!! While driving over the Ranges between Richmond and Singleton it started to rain, and next it was pouring so much that I couldn't see the road and had to pull to the side of the road where fortunately there was a bus stop with shelter. So we hopped out of the car and watched while other people in cars slowed right down as they struggled with the rain. Within minutes water was gushing down the side of the road and soon we had a small river beside us. Sometime later the rain eased and we were able to finally get in the car and drive on.

That night we stayed at Muswellbrook and the next day we drove over the border and stopped at Stanthorpe. Being Anzac Day we decided to explore some of these towns we usually just pass through, so had a leisurely trip up through Toowoomba then onto Maleny and stayed at a great Motel with views looking over the hills and down to Caloundra. We had a lovely lazy day in Maleny and Montville, shopped until we dropped.

We stayed at Maryborough the next night and the following day drove into Hervey Bay. It was here we saw a man sitting in his car beside the road and without warning he put on his blinkers and shot out into the traffic. All Reg could do was swerve and put his foot on the accelerator and somehow he didn't hit us. With hearts pumping madly we decided to head onto Rockhampton where we stayed that night. During our drive that day I had noticed the car would stop and start as though starved for fuel. But this only happened infrequently, so thought it would right it self.

On our last day once again I noticed this stopping and starting and when I put my foot down to pass a car I found there was no power to pass so had to pull back. By being very careful I was able to pass a few vehicles but it was a slow painful trip. Finally just coming into Mackay and onto an overtaking lane the car just lost all power and we rolled to the side of the road. Here we just sat while cars roared by and being so close to the lane we had trouble opening the door. After about 10 minutes the car started again and we drove to a Service Station. Here Reg changed a few things and after some lunch we headed for home. To think we had travelled 7500 kms and on our last day have car trouble, but when checking the car Reg found we had been sold dirty fuel at a Liberty Independent service station in a small town in N.S.W.

The car is now fixed and we are ready to for our next Jaguar Jaunt.

NEW TOY

Richard Dixon



Yes, after keeping an eye out for quite a while and with some serious inter-departmental negotiations I was allowed to purchase a 1968 S Type 3.4 litre Auto from a farmer in Forbes, Central New South Wales (who sold it to buy food for his pigs). The S made it's way to Townsville virtually unscathed (but filthy dirty) via Sydney over a two week period. It's 99% complete and in need of some serious TLC.

AIRLIE BEACH WEEKEND

Jan Fels

We had a good run down to Airlie, with 4 cars making the trip. After booking into the Hotel we had a stroll around the town and visited the markets but with fine misty rain we soon headed back to the Hotel.



At 2.00pm we had arranged to meet everyone at the Yacht Club. It was great to meet Gary and Rosslyn Behrenett who drove up from Gladstone in their Sovereign XJR-300 '95 model Jag, Theirs was a lovely "Coral Rose" shade of colour. Also from Gladstone were Frank and Marie Smallacombe who drove their Black Turbo Charged XJR '95 jag a real vroom vroom car!! After a while Andy and Sarah Williams from Mackay joined us they came up in their XJS convertible, a very snazzy car. Then much later, in fact while we were having dinner, Ant and Cheryl arrived. They had been out sailing all day. Unfortunately Ant was unable to finish his Jag in time so drove up in the Alpha Romeo.



Sunday morning saw us out bright and early where we all met at the Hotel and drove to Shute Harbour for a photo shoot. Then back towards Airlie where we stopped at an Hotel. We were all starving by this time so really enjoyed a huge breakfast. Sadly

it was time to say goodbye but hopefully next year we can all travel down to Gladstone, perhaps make it a long weekend. Our Gladstone members are going to keep in touch and let us know some suitable dates.

THE OLD GIRL ON HOLIDAY – Part 1

Craig Scholz

G'day Jag Lovers. For our article this month, I will regale you with the adventures of the Old Girl and me, on safari in northern New South Wales. In early April, I decided to exert my considerable and overwhelming power and influence as Lord of Muntalunga Manor. I summoned my vassals before me. "Listen up, vassals, serfs and others....and you too Virginia. I'm sick of working myself to death around this place. I'm sick of having my arse glued to a ride-on. I'm sick of spraying, fencing, pruning and being up to my ankles in horse poop. I'm going on holiday and I'm not coming back for at least a week.....pleeeeeease!"

"That's a lovely idea" said Virginia "Why don't you go for a month?"

Well, having got that particularly tricky bit of negotiation out of the way, I jumped into the Old Girl and disappeared. Apart from having a good holiday, I was looking forward to seeing how the Old Girl was going to perform on the trip, as by chance, the final piece in the jigsaw puzzle of the Autronics SM2 conversion had fallen into place only the day before I left. A couple of days prior to leaving, I went to see the Autronics specialist to ask him if I would have to re-tune the SM2 after having the two dicky injectors replaced. As it turned out, it wasn't necessary, and to cut a long story short, Bob said he still wasn't happy with the car. He explained that the Autronics guru was flying up from Sydney the next day and he wanted the guru to check the Old Girl out. Well...what could I say; never look a gift horse in the gob, as they say in the classics.

When I went to pick up the Old Girl, the guru was still talking to her via his lap top computer. When he finished, he explained that she had complained that her second stage enrichment hadn't been calibrated properly. This meant that she was getting too much fuel on start up. That's why her idle wasn't perfect, she had hot start problems and her breath smelled like an oily fart. What a clever girl. If I weren't so technologically incompetent and useless, I would get my own laptop so I could talk to her. However, this information got me all excited and I couldn't wait to hit the highway.

I left the Alligator Creek Roadhouse at 5:50 am on a Friday morning and drove into my mate's driveway in Alstonville, NSW at 10:40 pm the same night. What a drive. I had a ball and jumped out of the Old Girl as fresh as a daisy. I only stopped three times for fuel, a tinkle and a dingo's breakfast. I had the road almost to myself and only saw one or two wallopers during the whole trip. I did have to be careful though because my speedo wasn't working, thanks to those tossers who did the transmission conversion, and neither was the cruise control. In my ignorance, I had thought that the cruise control was in someway connected to the speedo, therefore, no speedo no cruise control. What a dick head!

Anyway, I drove the whole trip with my eyes glued to the tachometer. I figured that if I stayed between 2000 – 2200 RPM, the coppers would never get me. Of course, I did give the Old Girl a quick boot in the ribs whenever I thought I was safe and she always responded

like a thoroughbred. I had a lot of fun on the dual lane going into Brisbane. It was Friday night and the hoons and mug lairs were out in force. You know the ones. The tossers who cram \$6,000 worth of stereo system and \$3,000 worth of wheels into a Hyundai Excel worth \$500.00. All you Jag Lovers know from experience that the hoons just have to drag you off, simply because you are in a Jaguar and it gives them their jollies.

After they had screamed past me with their engines valve bouncing and sounding like out of tune lawn mowers, I would quietly cruise up beside them in the right hand lane. The driver's side windows are always down because that's how they tell the world what a wanker of a stereo they've got, without blowing their own eardrums out. As I pulled level with them I would drop down a cog and plant it. After giving them a taste of what a perfectly tuned V12 with 2.5" growlers sounds like, I didn't get too many coming back for seconds. I had a great time entertaining myself on the way into Brisbane. It's a boy's thing I suppose.

It was a different story on the other side of Brisbane when I crossed the border into NSW. On a couple of occasions a bright flash of light surprised me and it took me sometime to work out what was going on. Bugger! Fixed speed cameras, I've been ambushed. Bloody hell, I thought, the wallopers haven't got me for speeding since 1986 and now they've shagged me with an after dark ambush. Mongrels. From then on, I crept along, watching the tacho, listening for the tone of the engine and definitely not passing anyone. I felt quite sick. It wasn't just the thought of a fine, or horror of horrors, fines; it was that they had actually got me. I was quite convinced I was a done duck and on the remainder of the trip, I was busy composing excuses to Virginia for when the photos and letters of demand turned up. As it turned out, I think my luck has held because, touch wood, nothing has turned up in the mail. I'm hoping that the flashes were nabbing the tosser hoons who were ripping past me.

In the bright light of day over the next 10 days, the extent of these fixed camera ambush sites became apparent. The locals know the sites by heart and tiptoe pass them, before going like scalded cats until the next one. I was told that on their introduction, the government made an absolute fortune until the punters wised-up. It was certainly nerve wracking until I knew where they all were.

All in all it was a great drive. Empty roads, beautiful weather, no wallopers and a beautifully tuned V12 that just wanted to go. You'll have to wait until next month for the next gripping chapter of "The Old Girl on Holiday".

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

Wanted: NIL



Marque

SPORTS CAR REGISTER NORTH QUEENSLAND Inc.

ALL BRITISH DAY

FREE ENTRY

to a display of British vehicles and machinery



Cathedral School

(cnr Ross River Rd & Thompson St, Mundinburra)

Sunday 17 June 2007

10am – 3pm

Owners interested in displaying vehicles or machinery should contact the Townsville Jaguar Drivers' Club after hours on 4789 3672 or 4721 3636 (or just turn up on the day).