



# JAGUAR

NORTH QUEENSLAND



REGISTER



NOORLA HOTEL, INGHAM

MARCH 2007

## CALENDAR OF EVENTS\*

7 March 2007	Meeting, BP Truckstop, Cluden	7:30pm
<b>25 MARCH 2007</b>	<b>BEACH BBQ BALGAL</b>	<b>11:15am: Yabulu Service Station</b>
4 April 2007	Meeting, BP Truckstop, Cluden	7:30pm
<b>1-14 APRIL 2007</b>	<b>JAGUAR RALLY ADELAIDE</b>	<b>See this Newsletter</b>
2 May 2007	Meeting, BP Truckstop, Cluden	7:30pm
<b>26-27 MAY 2007</b>	<b>AIRLIE BEACH WEEKEND</b>	<b>See this Newsletter</b>
6 June 2007	Meeting, BP Truckstop, Cluden	7:30pm
<b>17 JUNE 2007</b>	<b>ALL BRITISH DAY</b>	<b>TBA</b>
4 July 2007	Meeting, BP Truckstop, Cluden	7:30pm
<b>29 JULY 2007</b>	<b>POKER RUN</b>	<b>TBA</b>
1 August 2007	Meeting, BP Truckstop, Cluden	7:30pm
<b>25-26 AUGUST 2007</b>	<b>ATHERTON TABLELANDS</b>	<b>TBA</b>
5 September 2007	Meeting, BP Truckstop, Cluden	7:30pm
<b>30 SEPTEMBER 2007</b>	<b>WINE &amp; CHEESE EVENING</b>	<b>TBA</b>
3 October 2007	Meeting, BP Truckstop, Cluden	7:30pm
<b>27-28 OCTOBER 2007</b>	<b>PORT DOUGLAS WEEKEND</b>	<b>TBA</b>
7 November 2007	Meeting, BP Truckstop, Cluden	7:30pm
<b>24 NOVEMBER 2006</b>	<b>CHRISTMAS DINNER</b>	<b>TBA</b>
<b>25 NOVEMBER 2006</b>	<b>CHRISTMAS RECOVERY BREAKFAST</b>	<b>TBA</b>

\*Subject to confirmation

## CONTACT INFORMATION:

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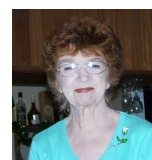
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## MEETING – WEDNESDAY 7 MARCH 2007

Meeting opened 7:30pm

### **PRESENT:**

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

### **APOLOGIES:**


Michael Fitz gerald


### **MINUTES:**

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

Kevin Fitz gerald / Craig Scholz

### **BUSINESS ARISING:**

 Members Trophy engraving; cheques for costs incurred to be sorted out and paid to Reg and Joe in the order of \$10.00 each;

 Joe to organise new cheque book signatures.

### **CORRESPONDENCE:**

#### **INWARDS:**

 JDCQ Request for information for insurance purposes.

 CoT NQ Wheels 2007 Registration Form

#### **OUTWARDS:**

 NIL

Richard Dixon / Alan Collins

### **TREASURER'S REPORT:**

Balance at 31 January 2007 was \$729.66. \$87 cheque still outstanding for newsletter postage costs & approximately \$20 for trophy repairs outstanding (see above).

Joe Pannia / Alan Collins

### **GENERAL BUSINESS:**

#### **Balgal Beach BBQ, Sunday 25 March 2007**

Most, or was it all?, committee members put their hands up for this one. We will depart the Yabulu Service Station (and the cigarette butts) at 11:30am sharp for either a BBQ or fish & chip lunch from the shop. Kevin will supply the BBQ and shade unless there's a spot available. BYO everything please. Alan promised to bring the Mark II out for a spin too.

#### **4TTT Sponsorship**

4ttt (Bill Beattie) has asked if we would like to sponsor their British radio segment. It will cost \$120 for the year and for that we will get our club name splashed over the airwaves whenever the weekly show airs. The committee has voted in favour and 4ttt will send a formal letter of request.

### **Business Cards**

It's time to print new business cards. Richard will organise before Christmas (very funny) with changes discussed at meeting.

### **Member of the Year**

Sincerest and most humble apologies to the Bakers for excluding them from the points list published last month. You were definitely **not** on the bottom of the list. And to those non-members listed with points— how dare you turn up for a club outing!!

### **All British Day 2007**

Bill Beattie, 4ttt contacted the Secretary to confirm a booking at this year's event. Confirmed.

### **Airlie Beach in May**

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. There could be half a dozen or so couples from Mackay and Bundaberg travelling up, so let's make an effort to travel down to meet them.

### **Adelaide rally - Easter**

With all other punters scratched, The Fels are the only starters for the Easter Rally. We hope you have a great time. Don't forget the photos!

### **Update Club Details**

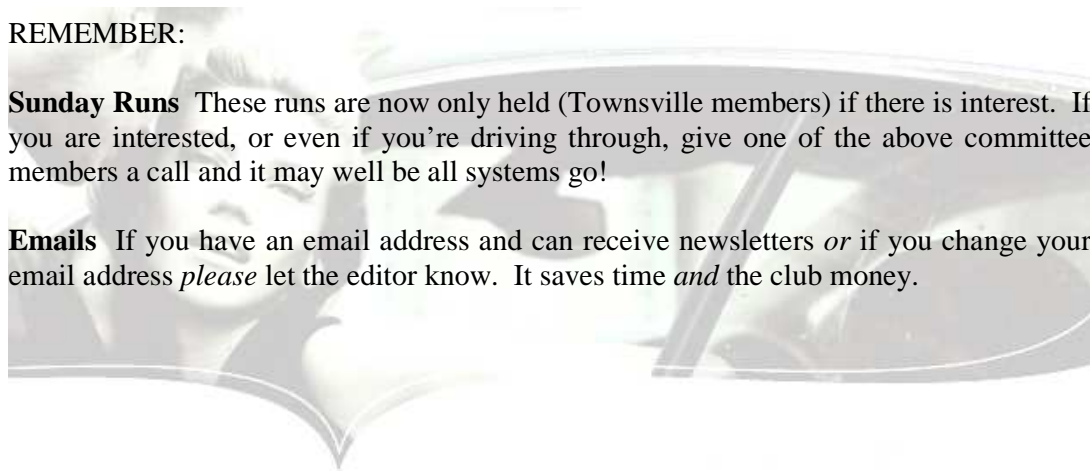
Richard will update our committee details and calendar details with head office.

### **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.





# MARCH 2007 NEWSLETTER

## NOORLA HOTEL INGHAM

Joe Pannia



Five Jaguars and three honorary Jaguars left the cigarette butt strewn picnic grounds of the Mobil Yabulu Service Station at 10.40 am on Sunday 25th February 2007, forty minutes after our planned ETD thanks mainly to Margaret Collins who was late. The first event of the year was a good turnout. Present were Reg and Jan's V12 XJS, Kevin's XJS Cabriolet, Craig and Virginias V12 Daimler, Richard and Debbie's S3, and Joe and Chris's X300. Margaret

and Alan, Bill and Jean and Debbie & Richard's friend Donni were in the three honorary Jags. We also had a swag of children and teenagers who were also out to have some fun.

Mobil Yabulu has been chosen to be our departure point for all northern outings since the members who live at the upper reaches of the Ross River can take a direct route to the Bruce Highway without having to double back to the old departure point at the RAAF base. And rightly so, with the price of fuel these days. Richard has promised to get the cigarette butts removed to give us more salubrious surroundings while waiting for the latecomers.

Our X300 was chosen to lead the convoy since I was born and bred in Ingham and was least likely to lead the tour astray. The recent Monsoon rains gave us a good respite for this beautiful sunny summer's day drive on part of our Great Green Way. I set the cruise control at a safe sparrow fart over one hundred. Half the fun of monthly outings is the drive and there is nothing more enjoyable than being in a prestigious and stately convoy of gleaming Jaguars winding along the highway. All you do is steer and the Jaguar growls up the steepest hill to maintain constant velocity and then leaps over the crest. The joy of cruise control! But only Jaguars can growl and leap.



maintain constant velocity and then leaps over the crest. The joy of cruise control! But only Jaguars can growl and leap.

The Noorla is a beautiful, restored, grand, stately, elegant, Art Deco, country mansion type of Hotel. It was built in 1923 by Italian immigrants initially as a boarding house next to an Italian Hospital, for the convenience of friends and relatives of patients. The Hotel

now has Heritage Resort with extensive gardens, Alfresco Restaurant, Ceylon Tea Room, Backpackers Dormitories, Conference and Business Venues – you name it – they have the facilities. My school bus passed the yellow and red ambulance colour painted hospital building every day. I remembered a car park at the rear of the Hotel and led an unsuccessful tour around the back to changed conditions that did not include car parking. I had warned people not to drive into the front entrance to the roundabout, but Craig ignored my warning and subjected the Daimler to four three point turns to get back out of there.

Alan said he had been there and done that on his several jobs as bus driver and tour guide to Ingham and headed straight to the heritage bar for a cool beer. A likely excuse for a drink. The locals don't drink there anymore after the wooded packing case decorations with beer ads were removed. Some ladies had the low version of the high tea. Downstairs dining and tea rooms were decorated with incredibly ornate framed paintings and beautiful old solid timber furniture, in keeping with the original look of the era. The original ceramic tiles were on the floor of the bar and most other rooms. They were made and coloured there in Ingham by the builders in the early 1920's, and apparently using advanced techniques known only to these craftsmen.



I asked the Manager, Jenny Ginger if we could tour upstairs and she gave me a huge bunch of keys to the entire upstairs area. I had met Jenny several times at the Townsville Cotters Market where her son played old classic Italian wedding songs on the piano accordion. Upstairs were beautifully restored heritage bedrooms opening out onto cool verandas. In the central vestibule were stories of several pioneers of

the Ingham district. I had known some of these old people and grew up with some of their various descendants so I was very interested reading the stories. Some histories were undated, and Bill calculated that if they had attended events referred to in the stories some would be about 115 years old now.

While Jenny was preparing our lunch, her husband Joe entertained us with a thoroughly researched slide show which started with the aborigines who lived on the site forty thousand years ago. He had stories of ghosts of American soldiers murdered there during the war. Rooms were available for gambling and prostitution but mainly for weddings. The hotel was separated into class sections for the bankers and business men and the main proletariat. He and Jenny had stumbled on the Hotel when they were searching ads for a building to start a bed and breakfast business, and saw the old castle shaped building which was the Italian hospital. They found the rooms were far too small even for backpacker's accommodation since each room was big enough for a bed with space for a doctor to stand on one side and a nurse on the other.







I didn't agree with Joe's observation that the southern Italians were seconded to cut sugarcane after the Kanaka trade was banned, since they were just one rung up from the black people and didn't mind cutting sugar cane in the discomfort of the tropical heat. As the son of a Sicilian canecutter myself I know southern Italy is full of heritage and culture and that these guys came here to work hard and get out of the spiral of poverty that they had to endure in their homeland, and then buy land and become landlords themselves. That is why most of the cane growing districts around Townsville are owned by the Italians and their descendants who also own half of the city. Probably slightly exaggerated but that is my version of events.

Lunch was served in the heritage dining room and ranged from exotic Ceylonese curries (Jenny was born in Sri Lanka), Italian dishes, healthy life vegetarian and your standard steak and chips pub tucker – basically all tastes were catered for. We

lounged around after lunch on the cool patios deciding the next move. The Tyto Wetlands were deemed to be too wet to go mucking about in. Our Secretary and Editor, Richard insisted that we arrange all Jaguars in front of the Hotel roundabout for the obligatory photo shoot. With that turning circle it was a mission, and dodging and parking Jaguars between foxtail trees and irrigation sprinklers was – well fun anyway.



After many camera clicks trying to get Jags between palm trees, those beautiful Jaguars and their respective ring-ins left that grand hotel and headed home, via afternoon smoko at Frosty Mango. We visited my sister and then bought some Italian delights at Lou's Deli. We have been snacking on fennel cacciatore, pepato cheese, black olives and the like since our trip. Arevadeci.

## FEL'S NEW AQUISITION

Jan Fels



These are some photos of Poor Paula the Parts Car. She has sat in a Black River backyard for over 18 months. The bonnet was on the ground so all that recent rain did wonders for the engine (which is stuffed). It seems a shame to treat an old girl like that. Paula is a 1984 Sovereign and for parts she will become a little goldmine!!! Or so I have been told!!!



## IF YOU CAN BE CONNED, YOU CAN BE.....!

Craig Scholz

G'day Jag lovers, I'm back. It's been a while since I've had the time to sit at the keyboard. For the last 30 years I've been led to believe that in retirement you put your feet up and take it easy. What a crock! I've never been more frantic in my life, busier than a three dicked dog in a pine forest. But I'm not too busy to reflect on life and what's going on in the world.



You've all heard of climate change, global warming, emission control, carbon trading etc. etc. Being Jag lovers and therefore, Jag drivers, you know that we are copping it in the neck from greenies and activists because we have the audacity to drive environment-destroying gas-guzzlers. I almost feel positively ashamed of myself for driving a CO2 spewing, fossil fuel slurping V12. Every time I turn the key, I have visions of Peter Garrett looking daggers over my shoulder. I don't know what came over me with all this Jaguar nonsense but I am trying to put things right. I've been locking myself away in my boy's shed until all hours, working on a replacement for that embarrassing Daimler.

I've decided that my contribution to the global warming industry is to live without the leather, walnut, chrome and the V12. In the near future, I will be zipping around Townsville on my solar/wind powered hybrid skateboard. Of course, I'll have to leave Virginia at home and I won't be able to travel at night, or in the rain or if the wind is over 15 knots but at least I won't have to live with the guilt that I am helping to slowly kill all of you.

If you believe what you have just read, you are sillier than I am, but hang on Jag lovers because we are being taken for a ride. Not in a V12 or on my hybrid skateboard but by rabid greenies and climate activists.

Remember the Y2K bug and the \$billions that the computer industry reaped from that con? Well, now the climate change industry is powering up to full steam. At least the Y2K bug had a use-by date.

As long as there is publicity and dollars in it for otherwise redundant scientists and researchers, votes in it for desperate politicians and flag waving opportunities for naive and gullible greenies and activists, we are in for the long haul.

Ask yourselves why there has been little or no mention in the media of the findings of the Fourth Assessment Report of the United Nations Intergovernmental Panel on Climate Change. The summary of that report, Climate Change 2007: The Physical Science Basis-Summary for Policy Makers, details scientific facts that should be of considerable interest to us all.



For example Jag lovers, did you know that the earth has warmed by just 0.74C over the last 100 years and that models indicate that it will only rise by a further 1.8C over the next 100 years? Did you know that sea levels have risen by just 17cm over the last 100 years and are only expected to rise by another 18 cm over the next 100 years? Did you know that there has been no global warming in Antarctica at all and no warming anywhere in the world for the last 8 years?

Given the natural progression of climate change over the millennia, why are we being panicked into believing that the end is around the corner, that it's all our fault and can only be fixed by spending huge amounts of dollars? The UN report is the conclusion of extensive scientific analysis by 600 scientists from 113 countries. Can they all be wrong? Climate change has been a constant natural phenomenon since time began and the human race seems to have survived so far.

So why aren't we being told this? You all know the answer to that question. There are no dollars or votes in the truth.

PS:

Going cheap. Solar/wind hybrid skateboard. Low kms. One owner. Genuine reason for sale. Would suit greenie.

## **V12 UPGRADE – FINAL CHAPTER????**

Craig Scholz

G'day Jag Lovers. I think this might be the final chapter in the upgrade of the Old Girls' V12. As you know, she is now carrying a TH 700 transmission, parallel flow air conditioning condenser, a 2.5" air induction system and the Autronics SM2 engine management system.

In my last report I noted how happy I was with everything, especially the SM2 conversion. Well, things went pear-shaped soon after and the Old Girl just wasn't performing to expectations. I started to wonder whether I had wasted my money. However, true to his word, the Autronics specialist took her back for another go and this time, everything fell into place.

It was determined that two of the injectors on the left bank were pumping out 10% more fuel than they should. These injectors were then placed at the front of each bank to balance them out. I will be replacing both injectors. It was also found that the original Jaguar fuel pressure regulators were too crude to be compatible with the SM2. They were replaced with Ford vacuum operated fuel pressure regulators. It was also found that at 30 psi, the fuel pressure was too low, so it was bumped up to 40 psi.

The Old Girl now runs beautifully. She idles like a V12 should and I expect her to idle even smoother once I replace the shagged engine mounts. Even with bugged engine mounts, she idles smoother than my fathers' V8 Statesman. She is no longer sluggish off the mark. In fact, if I try, I can squeal the tyres without too much effort. On our recent trip to Ingham, I dropped her down a cog at 100 kph and planted my foot. I won't do that again. The engine nearly leapt out of the bonnet and she took off like an Exocet missile. I'm worried that at her age, she might not be up to the stresses and strains of such applications of brute power. I'll have to treat her like the elegant dame that she is.

So Jag Lovers, I can recommend an SM2 conversion for the 5.3 litre Jaguar V12 motor. What I've learned is that if you decide to go SM2, you have to go all the way. To get optimum results, everything has to be upgraded. In addition to fitting the SM2, the distributor, the throttle switch, the fuel pressure regulators, and the coil and in some cases, the engine harness have to be upgraded. The spark plugs remain the same but the gap goes from .035 to .041. Everything original, including the MAPS sensor, all other sensors and the cold start injectors are discarded.

What I ended up with is a 1981 Jaguar V12 motor with a 2006 engine management system. I find it to be a very impressive combination and I hope it will ensure that I get many more years of pleasurable motoring out of the Old Girl. Whether you get the job done here or in Melbourne, it will run you \$4,500-\$5,000, but it is well worth it.

### **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:**



Wrecking: XJ6 Series III. Talk to Reg if you're looking for a part that Reg doesn't need.



Jaguar Sovereign XJ6. Reg to Feb 07 (will provide current RWC) . Metallic Bronze, sunroof, air-con, excellent condition. \$9,500 ONO. Phone Janne Laycock on 4771 2131(w) or 4774 5408(h)

Slightly dead Series 2 XJ6 motor and Borg Warner gearbox asking \$100?  
Phone Joe 4778 1072

**Wanted:** ???!!!

