

JAGUAR

NORTH QUEENSLAND



REGISTER



ANNUAL GENERAL MEETING EDITION

NOVEMBER 2007

CALENDAR OF EVENTS*

See the Attached Calendar

CONTACT INFORMATION:

Chairman **Reg Fels** **4721 3636**
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Vice Chairman **Dick McInnes** **4091 7486**
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Secretary **Richard Dixon** **4789 3672**
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Treasurer **Joe Pannia** **4778 1072**
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Social Secretary **Jan Fels** **4721 3636**
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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.

AGM – WEDNESDAY 7 NOVEMBER 2007

Meeting opened 7:30pm

PRESENT:

Kevin Fitz Gerald; Reg & Jan Fels; Joe Pannia; Richard Dixon; Alan Collins, Craig Scholz, Frank & Glenys Munis, Bill Moore, Peter Dixon, Michael Fitz gerald (for 20 minutes)

Visitors (future members!) Tai & Trish Rupuha

APOLOGIES:


Nil

MINUTES:

The minutes of the previous meeting held on 1 November 2006, having been previously distributed, were taken as read and were confirmed.

KF / JP

BUSINESS ARISING:

 Chair's Annual Report to be presented at the Christmas Dinner

CORRESPONDENCE:

INWARDS:

Postman's Ball notice

OUTWARDS:

NIL

RD / AC

TREASURER'S REPORT:

NB: Balance as at 25 October was \$517.88

AGM Annual Report 11-Sep-07

Opening balance	1-Sep-06	\$635.70
Summary of Credits		
Interest		\$3.94
JDCQ		\$297.00
<u>Total Credits</u>		<u>\$300.94</u>
Summary of Debits		
Car of the Year trophy		\$55.00
2006 Xmas party		\$150.00
Engraving Car & Member of Year trophies		\$17.60
Secretary administration expenses		\$87.00
ABD BBQ		\$60.00
<u>Total Debits</u>		<u>\$369.60</u>
Closing Balance	31-Aug-07	\$567.04

JP / JF

GENERAL BUSINESS:

Annual General Meeting

This is of course the AGM and as a result all positions were declared vacant and the following nominations were put forward:

2006 Office Bearers

Position:	Nomination:	Nominated by:	seconded by:	
Chairman:	Reg Fels	A. Collins	C. Scholz	Accepted
Vice Chairman:	Dick McInnes	R. Fels	K. Fitz Gerald	Accepted (earlier)
Secretary:	Richard Dixon	G. Munis	J. Fels	Accepted
Treasurer:	Joe Pannia	C. Scholz	J. Fels	Accepted
Social Secretary:	Jan Fels	F. Munis	B. Moore	Accepted

Welcome to the 'new' committee, which as it happens is the same as the 'old' committee!

Thanks to everyone for renominating. Dick accepted his nomination sometime earlier and will be our voice once again for the Tablelands and the North.

2008 Calendar of Events

Once again the calendar has been included in this newsletter detailing the list of events for the coming year. Please have a read and start your planning now!

Christmas Party

VENUE: Joe & Chris Pannia's place
80 Glenlyon Drive,
Wulguru

DATE: November 24th

TIME: 6.30 PM

COST: \$25 per head

BYO Drinks

RSVP: Please ring Joe or Chris on 47781072 by 17th November

There are only two car parking places in Joe's drive so please park on the street. The two car parks are reserved for Monica & John and Craig & Virginia. As we expect a large group of people we ask that only club members and partners attend.

Please bring a gift to the value of \$5. This year the gift has to start with the letter A. Wrap gift [no name] and this will be handed out after dinner. Please bring one gift per person attending in your party.

Looking forward to seeing you all there, don't forget to ring Joe or Chris to let them know that you are coming, this also helps them with catering.

Recovery Breakfast

This year the recovery breakfast will be at Reg & Jan's place.

ADDRESS: 76 Robertson Street, Railway Estate

TIME: 8.30 am

DATE: November 25th

RSVP: Please ring Reg or Jan on 47213636 by November 17th.

Come along for our last get together for 2007.

Best Car, Bent Valve Trophy, Member of the Year

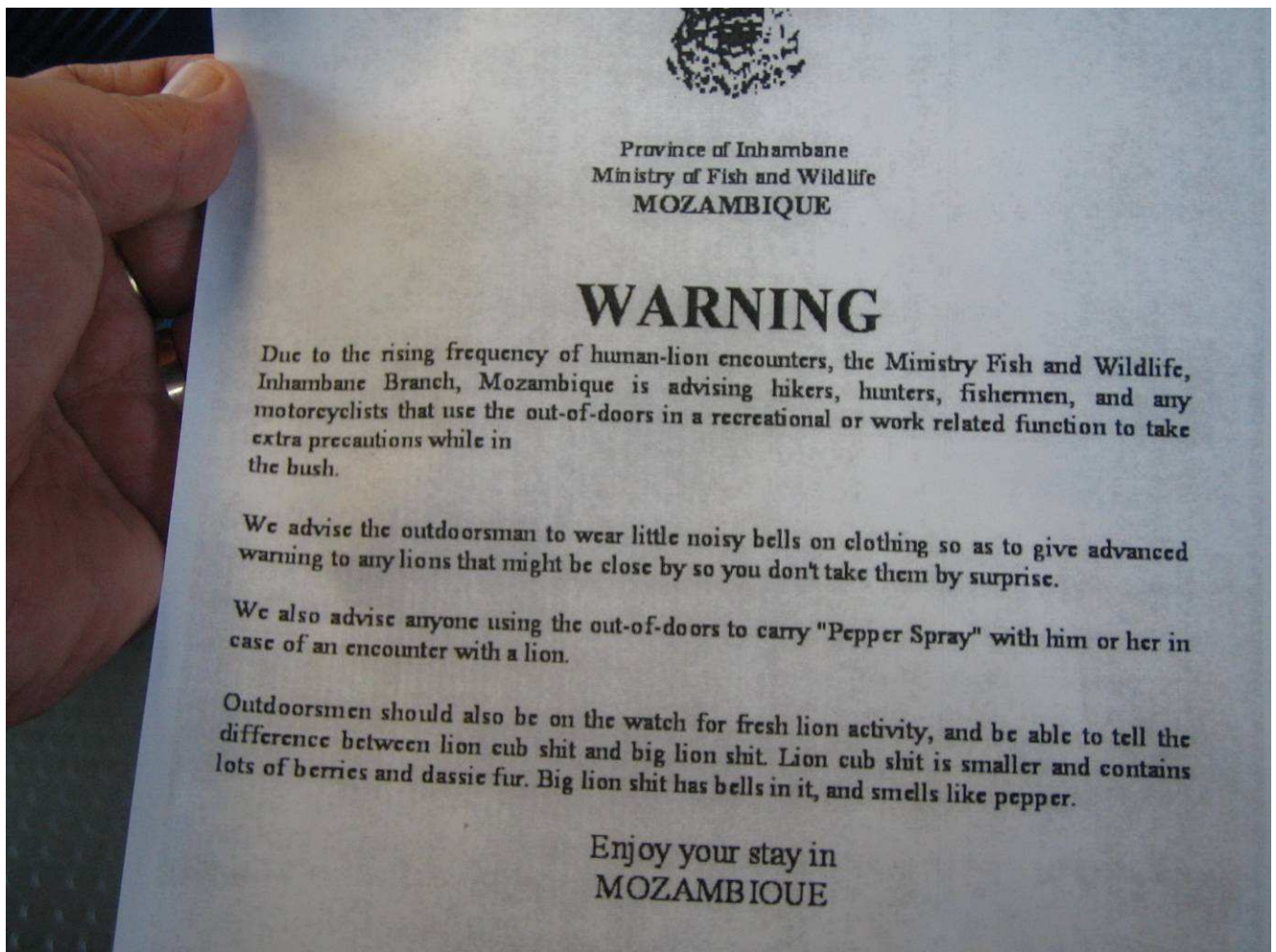
The winners of this year's awards will be announced at the Christmas dinner.

Next Meeting

This is the last meeting for 2007. Please have a happy and safe Christmas and New Year. Our next meeting is not until Wednesday 6 February 2008

Hopefully we'll see you at the Christmas Party, otherwise, until next year.....

Meeting closed 8:45pm



NOVEMBER 2007 NEWSLETTER

COOKTOWN / PORT DOUGLAS ROADTRIP

Story: Craig Scholz

Pictures: Who knows?!

G'day Jag Lovers, here I am back at the keyboard, about to regale you with stories of splendour and adventure from our recent trip to Cooktown. It was a mini-holiday that had everything. Interesting places, interesting people, good food, good conversation, great company and of course, the heart throbbing sight and sound of a pride of V12 Jaguars growling along the highway.



The club had a very good turn out for this adventure and for once, the V12s outnumbered those of the “smaller” Jaguars. On a trip like this, cruising along the magnificent road between Mt Molloy and Cooktown, I couldn't help but shed a small tear for all those unfortunates in life who have never experienced the thrill, the sheer pleasure, the adrenalin rush of letting loose a snarling V12 on a beautiful wide road, with not a walloper or a speed camera in sight.

Unfortunately, there were a couple of significant absentees from parade. Joe and Chris and Richard and Debbie couldn't make it but we had Reg and Jan in the charcoal XJS, the Big Cat that Jan won't sell to me. There was Frank and Glenys in their white XJS, Kevin and Joan in Kev's white 6 litre Walkinshaw un-guided missile and Virginia and I in the “Old Girl”. For the first time ever, we had two 3 litre X-Types on tour. John and Monica and Bill and Evelyn. Last but not least, we had Peter in his silver 4.2 Series 3. This is the first time we have only had one 4.2 Series 3 on tour.

The Tablelands Mob left their Jags in their Cat Caves and came in much more pedestrian vehicles. Dick and Anne in their Landcruiser and Jim and Elma and Dave and Wendy in a (cough, cough, gag, splutter) Falcon. The reason for this outrageous break with tradition and decorum was that they were to return from Cooktown via the Bloomfield Track. They passed up the opportunity to make history being the first Jaguars down the



Bloomfield, by playing it safe in a Landcruiser. Read the account of their adventure elsewhere in this weighty tome.

For those of us who drove up to Port Douglas in convoy from Townsville, it was a pretty uneventful trip, apart from a psychotic truckie on “speed” who nearly took out Bill and Evelyn and an on-coming car on the way to Cardwell. I had the Old Girl sitting on 105 kph behind Bill and the truckie was so close up my freckle, that I could have sat on my boot and polished his radiator grill. I was just thinking about touching the brakes and watching him panic, when he pulled out and passed me. As he started to overtake Bill, he realised he wasn’t going to make it and swerved in front of Bill so sharply his trailer tilted. If Bill and the on-coming driver hadn’t taken evasive action, none of us would have made Port Douglas.



Port Douglas, when we got there, hadn’t changed much, especially the humidity. Our motel had a nice pool but Virginia and I hadn’t taken any togs and no one else was inclined to take a plunge, so we all sat around it and got stuck into the plonk and nibblies. That night we went to the Parrot’s Nest Lodge for dinner. It turned out to be a back-packer’s lodge with plenty of youngies scampering about but they really turned it on for us. They had decorated the tables with Jaguar paraphernalia, balloons and little cars. The food and service were

excellent but after a hard day at the wheel, Virginia and I retired for our beauty sleep while the rest partied on. The next day there were no stories of lurid adventures doing the rounds, so either everyone behaved themselves or the cone of silence is pretty tight.

After doing the Port Douglas thing for a couple of days, we all headed to Cooktown, with the exception of Kevin and Joan. The plan was to meet the Tablelands Mob at Mt Molloy at 1130 hrs on Sunday. After having done the Port Douglas markets on Sunday morning, the Rest of the Mob couldn’t get their act together, so Virginia and took



off to wait for everyone at Mt Molloy. For those of you who haven’t seen Mt Molloy, rest assured, you haven’t missed anything. After spending about two seconds checking the place out, we lobbed on the front veranda of the pub.

After settling down to wait with the Sunday Mail and a couple of lemon, lime and bitters, I told Virginia that we were in the perfect spot because we could see anyone coming and everyone could see the Old Girl parked out the front. A lot of good that did us because by 1130 hrs, not a single soul had shown up and Reg's mobile was turned off. I was just saying to Virginia that it looked like we were doing Cooktown on our own, when Dick and Ann turned up in the Landcruiser. It seemed that while we were doing it easy on the pub veranda, everyone else had congregated down the hill and around the corner at the public toilets. We hadn't noticed the Tablelands Mob drive past because they were in the (cough, gag, splutter, choke) Falcon.



Once we were all again singing to the same sheet of music, we roared up the highway and met everyone at the Palmer River Roadhouse. Leaving the roadhouse, we all drove in convoy to Cooktown. On this leg of the trip, Cecelia B. de Mille, AKA Virginia, began videoing a documentary of the trip. That was good for a few laughs. If we ever get around to putting it on DVD, we will show it to you. The last time Virginia and I did the trip,

there were still 45 kms of dirt. A road-train at a creek crossing nearly took us out and we got our first and only flat with Cooper tyres. What a mongrel of a road it was.

When we got to the River of Gold Motel in Cooktown, it was like an oasis in the desert. Lovely rooms, cold air-conditioning and a pool. In anticipation, I had bought a pair of boardies in Cooktown. Knee length jobbies. My budgie-smuggling days are long gone. Everyone else jumped in the pool and had a great time. Virginia didn't get any togs in Cooktown and was a bit reluctant to jump in wearing her skimpies, so she ended up in the pool fully clothed, complete with hat and sunnies. She looked like a bathing belle from 1901. Reg soaked out and had a kindly nap instead.

The rest of the stay was spent eating, drinking and laughing. While the rest of the mob did the touristy things, Virginia and I checked out the art galleries and craft shops but nothing excited our interest. All the "different" artists must have left the area since our last visit. What we didn't miss however, was breakfast at our favourite brekkie spot, the Cook's Landing boardwalk fish and chip shop.

What a magic place for brekkie. Kicking back with a double shot flat white and enjoying the views of the Endeavour River and beyond, the hustle and bustle of the charter boats readying for the day and the comings and goings of the Cooktown natives. Not to mention the monster diamond scale mullet swimming at your feet. Within spitting distance of the brekkie table is the spot where Captain Cook careened the HMS



Endeavour. Sitting there musing over a coffee, it is easy to visualise old mate Café sitting under a gum tree, watching his ship-wrights up to their bums in mud and mangroves repairing the hull, while old mate Joseph was fossicking around in the bush, harassing our native fauna and pinching Cooktown orchids.

After a very pleasant visit to Cooktown, it was time once more to hit the road. That beautiful, wide, flat, smooth road, obviously built with V12 Jaguars in mind. If only the local cockies could keep their cows under control, it would be motoring heaven on a stick.

Until next time Jag Lovers.

COOKTOWN / PORT DOUGLAS ROADTRIP

Story: Richard and Anne McInnes.

After spending 2 very enjoyable days at Port Douglas and Cooktown we planned to drive home via the Bloomfield Track back to Cairns, hence we took the trusty old Landcruiser. David and Wendy Anderson came with us and we had a really enjoyable trip.



We left Cooktown about 9am and arrived at Cape Tribulation at 11am, just a leisurely drive – yeah right. The road is very dry, rough and dusty with a lot of roadworks at Bloomfield River and various creek crossings. Not to mention blooody steep. On several hills we had to go back to first gear. We didn't engage 4WD, however, as there was very little water in the creek crossings it wasn't necessary, but really would need a high clearance vehicle (I would not suggest taking the Jag). At the last creek crossing before Cape Trib, there was some water in the creek and the Cruiser did it easily but not easy for the tourist who attempted the crossing in his little yellow Hyundai hire car, which beached itself on the rocks.



As David and Wendy had not been passed the ferry before, we called into Cape Tribulation beach which is really stunning. We then chose a café for lunch and had a nice burger and walk through their rainforest boardwalk. Couldn't go past Daintree Icecreams without sampling local

product (yummy coconut, sapote, passionfruit and wattle-seed all in the one container). After lunch we checked out Cow Bay beach. It was really small but had lovely overhanging huge tree for shade. Then on to the ferry and off to Cairns and back home to the Tablelands.

We had a really great weekend, thanks to all the organisers – you did well.

Jaguar Hunts Sales With V8

Mark Hinchliffe, The Courier-Mail

13 November 2007

Jaguar has admitted defeat and dropped its entry-level XJ six-cylinder petrol engine.

But a new 3.5-litre V8 has been added to the fleet in an attempt to bolster sales.

Jaguar Australia marketing communications manager Tim Krieger confirmed the 3-litre V6 was “uncompetitive in the segment”.

“The key player in this segment is the 7 Series (BMW) and to be taken seriously you clearly need a V8 in the petrol derivatives,” he said.

“With the size of the vehicle it really needs a V8 and that’s the thinking in putting in the 3.5-litre.”

The new V8 engine produces 190kW power and 335 Nm of torque.

The 2.7-litre twin-turbo diesel remains the only six-cylinder engine in the XJ range.

“The diesel is going fine and is very competitive, but in the petrol segment for that size vehicle we need a V8,” Krieger said.

The 3-litre XJ6 started at \$149,900, so with it gone, the new entry level is the XJ6 diesel at \$154,900.

The XJ8 3.5-litre V8 comes in at \$159,900, joining the short-wheelbase 4.2-litre XJ8 at \$174,900 and the long-wheelbase XJ8 at \$179,900, the XJR at \$219,900 and the short- and long-wheelbase Super V8s (\$229,900 and \$234,900) completing the range.

The 2008 model XJ also gets some exterior styling updates around the front, side power vents, rear spoiler and full-width chrome signature blade and new rear bumper. They now sit on 19-inch Polaris alloy wheels.

The XJR and Super V8s get 20-inch alloys.

XJR also now comes with aluminium-finish power vents and black painted brake allipers.

Inside, there are new seats, increased rear leg and foot room thanks to redesigned front seat backs and the latest Bluetooth connectivity which allows up to five approved phones to be paired to the in-car telephone system.

Krieger said Jaguar sales were “on track” for this year’s budget.

But the October figures show Jaguar has sold 763 cars this year, which is down 153 or 18.5 per cent on last year, while the whole market is up 8.6 per cent.

The biggest loser is the S-Type, which is down 22 per cent but is in run-out mode to make way for the new XK, arriving in May.

Krieger said they would be out of S-Type stock by early next year and that they already had about 80 orders for the XF.

“That’s doing a little bit better than where we thought we’d be at this stage,” he said.

Four different XF models will be available: 2.7-litre V6 turbodiesel, 3-litre petrol V6, 4.2-litre petrol V8 and 4.2-litre supercharged petrol V8 (SV8).

Meanwhile, Ford Motor Company is believed to have attracted six offers to buy Jaguar and Land Rover which they are keen to sell in an effort to bolster a faltering bottom line.

Leading bidder is said to be India’s largest car manufacturer, Tata Motors.



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 month's issue. Photos are welcome for inclusion too.

For Sale:

- ✓ Free maps sensor in working order for a D Jetronic EFI (1981 V12). Call Craig on (07) 4729 0908 for information
- ✓ XJ6 S1 New Front Disks \$300 and brake pads \$40/set. Call Peter on 0431 224061
- ✓ XJ-C V12 Series II 1973 Auto, Beautiful condition, was actually a Jaguar company car and on display at Earls Court in September 1973. \$30,000 asking price. Call Marg (08) 8725 2285 or email lairdandladyh@seol.net.au



- ✓ Silver Daimler (Mark 2) with a series 1, 4.2l motor and 'Celica' 5 speed gearbox, uprated diff, restored interior, but needs paint \$10,000 Call Mark on 4773 7327

Wanted:

NIL



A sneak peek of Michael Fitzgerald's XJS car interior - courtesy of a friend.
(Just to let you know Michael does actually own a Jaguar)



2008



North Queensland Register

Committee:

Chairman: Reg Fels
Ph. 4721 3636
Vice Chairman: Dick McInnes
Ph. 4091 7486
Secretary: Richard Dixon

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E-mail: rg.dixon@bigpond.com

January

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SCHEDULE OF EVENTS

CLUB MEETING 1st Wednesday of EACH month at BP CLUDEN, Racecourse Road, 7:30pm

February 2008

Wednesday 6 Meeting
Saturday 23/24 PALUMA OVERNIGHT

March 2008

Wednesday 5 Meeting
Saturday 25 BALGAL BBQ or JAGUAR EASTER NATIONAL RALLY

April 2008

Wednesday 2 Meeting
Sunday 27 BURDEKIN DAM PICNIC

May 2008

Wednesday 7 Meeting
Saturday 24/25 HINCHINBROOK YACHT/RESORT OVERNIGHT

June 2008

Wednesday 4 Meeting
Sunday ALL BRITISH DAY – Date to be confirmed

July 2008

Wednesday 2 Meeting
Saturday 26/27 MACKAY OVERNIGHT

August 2008

Wednesday 2 Meeting
Saturday 26 WINE & CHEESE

September 2008

Wednesday 3 Meeting
Friday 26/27/28 CAPE TRIBULATION OVERNIGHT

October 2008

Wednesday 1 Meeting
Sunday 26 HALIFAX PUB

November 2008

Wednesday 5 AGM
Saturday 29 CHRISTMAS PARTY
Sunday 30 RECOVERY PARTY