

JAGUAR

NORTH QUEENSLAND



REGISTER



Jan Fels, Member of the Year for 2007

FEBRUARY 2008

CALENDAR OF EVENTS*

CLUB MEETINGS

1st Wednesday of each month except January & December (no meeting) at BP CLUDEN, Racecourse Road, 7:30pm

February 2008

Wednesday 6
Saturday 23/24

Meeting
BALGAL BBQ

March 2008

Wednesday 5
Saturday 25

Meeting
PALUMA OVERNIGHT or EASTER NATIONAL RALLY

April 2008

Wednesday 2
Sunday 27

Meeting
BURDEKIN DAM PICNIC

May 2008

Wednesday 7
Saturday 24/25

Meeting
HINCHINBROOK YACHT/RESORT OVERNIGHT

June 2008

Wednesday 4
Sunday

Meeting
ALL BRITISH DAY – Date to be confirmed

July 2008

Wednesday 2
Saturday 26/27

Meeting
MACKAY OVERNIGHT

August 2008

Wednesday 2
Saturday 26

Meeting
WINE & CHEESE

September 2008

Wednesday 3
Friday 26/27/28

Meeting
CAPE TRIBULATION OVERNIGHT

October 2008

Wednesday 1
Sunday 26

Meeting
HALIFAX PUB

November 2008

Wednesday 5
Saturday 29
Sunday 30

AGM
CHRISTMAS PARTY
RECOVERY PARTY

*Subject to confirmation closer to event date!

NOTE:

Sunday Runs

These runs are now only held in Townsville if there is sufficient interest. If you are interested, or driving through, give one of the committee members a call to discuss.

Emails

If you have an email address and can receive newsletters *or* if you change your email address *please* let the editor know as emails save time *and* money.

CONTACT INFORMATION:

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WEDNESDAY 6 FEBRUARY 2008

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, Peter Simmons, David

APOLOGIES:

Michael Fitz gerald; Tai & Trish Rupuha

MINUTES:

The minutes of the previous meeting held at the AGM on 1 November 2007, having been previously distributed, were taken as read and were confirmed.

AC / JF

BUSINESS ARISING:

- Chair's Annual Report included in this newsletter.

CORRESPONDENCE:

INWARDS:

- Running Board newsletter 01/08
- TCC Christmas Card
- DECAMAG nomination forms
- CoT Celebration Parade

OUTWARDS:

- 2008 Calendar of Events emailed to Tony Herald, JDCQ

BM / JF

TREASURER'S REPORT:

Balance at 25 January 2008 was \$368.62 less \$150 for prawns plus \$298 for club membership.

JP / CS

GENERAL BUSINESS:

Calendar Change!!

It has been decided to have our February Jag Jaunt to Balgal rather than Paluma because of the wet and foggy conditions we could experience this time of year.

Balgal Beach BBQ will be on Sunday February 24th.

Please meet at Yabulu Roadhouse at 10.30am. For those wanting a BBQ, bring, meat and salads, plus your drinks. Just remember that last time the BBQ was very slow. So if you think you are going to be hungry, a suggestion is to buy your lunch from the local shop, as they serve fabulous Fish and Chips. We would appreciate if you could let Reg or Jan know if you are coming, please phone 4721 3636. As this is our first outing of the year it would be good to see every one.

All British Day 2008

The date for this year's ABD is Sunday 15 June at the Cathedral School. This is currently being confirmed with the school which has indicated is the correct date.

As discussed, please remember to bring to our next committee meeting all your thoughts and ideas on how we can improve All British Day eg:

- Trophies
- Other club involvement
- Car locations
- Best Car trophy sponsor
- Advertising

President's Report 2007

The club has had a good and fun year with several Jag Jaunts away, in particular Herberton, Port Douglas and Cooktown.

Special thanks to Virginia and Craig for the great times we have spent at their property. Also we take this opportunity to thank Joe and Chris for the use of their lovely home for this year's annual dinner and their gracious hospitality.

We welcome a number of new members and hope they will enjoy the club and join us in all our Jag Jaunts. Our new members are Chris & Vicky Freeman and daughter Kelly with their XJ6. Also Peter Dixon and his 1982 XJ6. Bill and Evelyn Moore with a new X-Type and this years Car of the Year. Tai and Trish Rupuha with their 1984 XJ6. And last Katrina Maguire and her 1977 XJS, which is in the process of major renovation.

This year Jan and I travelled to South Australia to attend the national rally and on our way home called on Helen MacCubbin in Lakes Entrance. Her XK150 won Gold in Adelaide. Frank and Glenys were hoping to make the rally but instead they travelled to Brisbane where Frank had both knees operated on and is now running as well as his Jags! Next Easter we plan to go to the national rally in Geelong and hope many members will join us.

Throughout the year we have had a good number of members attend the committee meetings. I take this opportunity to thank those members for their support and in particular Richard Dixon for getting the newsletter out each month. It's a huge undertaking and we are very proud of him and the finished product. Craig's colourful contributions and those articles from Jan, Joe, Glenys and Anne – Thankyou. It would be good to see other members contributing stories and photos of their jag experiences. They may have maintenance or good deals they wish to share.

Great to see Joan accompanying Kevin on our jaunts, we enjoy your company. Also good to see Wendy now that she and David have sold most of their milking cows. They are soon to embark on a Ford jaunt around Australia, shame none of the Jags are going! The club has seen several additional Jaguars acquired by Members. Richard D has added a 1968 S Type. Frank has added a 1974 XJ6 S2 called P2 (parts car) and myself a 1984 XJ6 (Paula) parts car.

My vision for 2008. To increase club membership. Consolidate local support and revamp All British Day. Some ideas include trophies for different categories, run a raffle with proceeds to go to the Cathedral School. New ideas and suggestions are welcome and I ask those people to please set out ideas in writing and we can discuss these at the next committee meeting.

Once again I would like to thank you for your support and wish everyone a very merry Christmas and hope 2008 is a bumper year for everyone.

Regs Fels, Chairman

Meeting closed 8:45pm

FEBRUARY 2008 NEWSLETTER

CHRISTMAS PARTY & RECOVERY BREAKFAST



A huge thankyou was expressed to Joe & Chris for the great spread they put together for our Christmas Dinner. We had a great time!

And there was another huge thankyou for Reg & Jan for putting on a lovely breakfast the following morning.

The hospitality shown by the Pannia's' and Fels' was wonderful. We are lucky to be in a club where we can all mix as friends and enjoy a good laugh!



Annual Trophy Awards

Best Car (Bill Moore), Bent Valve Trophy (Richard Dixon), Member of the Year (Jan Fels) & Best Story (Frank & Glenys Munis).



Luxury marques head to India

Neil McDonald,
The Daily Telegraph
18 January 2008

Ford could finalise the sale of its luxury Jaguar and Land Rover marques to Tata of India within a month. Senior executives at the British prestige brands have already been told they will be sold off to Tata, which has just produced the world's cheapest car — the Nano — with a sub-\$3000 price tag.



CEO of the Ford Motor Company, Alan Mulally, says Tata is the final player in the sell-off plan, which was hatched to give the Blue Oval brand much-needed cash to invest in its troubled North American operations. The move follows the successful sale of Aston Martin to a private consortium, although it's likely that Ford will hang on to its Volvo brand in Sweden. "We are focused on Tata and I anticipate something in the first quarter," Mulally says.

But are there any other contenders in the sale? "We are focused on Tata right now," he says. There is a gentle sense of irony in the timing of the latest announcement given that it was only last week that Tata launched India's 'people's car' — a \$2835 four-seater — with great fanfare.

With Ford's decision on the sale of Jaguar and Land Rover imminent, Tata Motors chairman Ratan Tata unveiled the budget hatch at the New Delhi motor show. However, critics say although the Nano will bring motoring to the newly affluent Indian masses, it may also clog the sub-continent's roads and create an environmental nightmare.

The cute four-door is very basic, has a high ground clearance for India's rough roads and a simple rear-drive 24kW 623cc two-cylinder petrol engine under the rear seats. This powers the car to a top speed of 105km/h while delivering 5.0L per 100km. Tata says it has plans to add hybrid and diesel versions.

It will be available in three models, the Standard, Deluxe and Luxury and will be sold in left- and right-hand-drive. The Standard is basic, missing a radio, passenger side mirror, wheel covers, central locking and airconditioning. Buyers who want these luxuries must opt for the Nano Deluxe or Luxury. Despite being just 3100mm long, 1500mm wide and 1600mm high — significantly shorter and narrower than a Mini Cooper — Tata claims the Nano meets Indian crash legislation but can be strengthened for other markets that have tougher impact standards.

(Ed. Note: since going to print, Ford has in fact sold Jaguar to TATA.)

Jaguar XJ: cool cat still purrs

Graham Smith

Herald Sun

01 February 2008

Jaguar's classic looks belie a modern sporting saloon that can match Germany's best.

Few cars are as elegant as the big cats. They're long and lithe and seem poised to pounce the moment you bury your right foot.

The Mark V model of the late 1940s, the Mark VII of the 1950s and the original XJ6 of the late-1960s established a fabulous heritage of elegant saloons, and little has changed in the 60 years since.



The company's former slogan, Pace with Grace, pretty much sums up the big Jaguar saloons. They were sporty, but still oozed charm and elegance. Today's models are no less elegant than the classics, even if some think they're stuck in the past.

Model watch

The seventh-generation Jaguar XJ saloon emerged in 2003, and again it looked for all the world like a makeover of the first XJ shown in the late 1960s. That first car was such a beauty it seems Jaguar couldn't let it go, but why should it? That original XJ6 was perfectly proportioned, its balanced lines looking fresh even after 40 years.

The XJ8 of 2003 had a similar balance despite being significantly larger than the model it replaced. It was longer, wider and taller than its cousin, and had a longer wheelbase and reduced front overhang. If it looked like a throwback to the past, the X350, as it was known, was no such thing once you looked under the skin and saw the depth of engineering that marked this cat out as a very new beast.

One constant criticism of the big cats over the years is its exterior size was never translated to interior room.

At the core of the XJ was a rivet-bonded aluminium monocoque that slashed the big cat's weight by 200kg or more. Remarkably, it weighed little more than 1500kg. The lightness clearly comes through in the driving. The XJ feels agile and responsive, with quick, sensitive, precise steering that helps belie its physical size.

Though Jaguars have always been a pleasure to drive, the dynamics and speed of this model shifted it up into an elite class occupied by the BMW M-Series and Benz AMG models.

Under the XJ's long, elegant bonnet at launch was a choice of two V8s, which in early 2004 were joined by a V6. The V8 choices were a 3.5-litre unit and a larger 4.2-litre engine, the latter available in normally aspirated and supercharged forms. Both were of a double overhead camshaft configuration with four valves a cylinder. The 3.5-litre version had 196kW at 6300 revs and 345Nm at 4200 revs. The normally aspirated 4.2-litre engine put out 224kW at 6000 revs and 420Nm at 4100 revs. The big cracker-blown 4.2-litre engine, which powered the awesome XJR, had 298kW at 6100 revs and 553Nm at 3500 revs. All that drive

was then transferred to the blacktop through a ZF six-speed automatic, the final drive going through the rear wheels. When it arrived in 2004 the double overhead camshaft 3.0-litre V6 had 179kW at 6800 revs and 300Nm at 4100 revs.

With a solid, rigid foundation, the XJ had a stable platform that could support the sort of handling the Jaguar engineers wanted to achieve, but that was just the start. Add to the aluminium masterpiece self-levelling air springs to adjust the ride height to suit the speed the big cat is being driven at, and Jaguar's adaptive shock absorbers, and you have an awesome package.

A stiffer, more sporting setup was optional, and there was the XJR for the ultimate ride.

Tradition also played a big part in determining the design of the interior, which had lashings of leather, touches of wood and many features such as power seats, adjustable pedals and steering wheel, parking sensors, cruise, air and a super sound system.

On the lot

Jaguar lost ground to its German rivals when it, along with the entire British car industry, went through a meltdown in the 1970s and '80s, caused by poor build quality and engineering integrity. The old marque doesn't have the respect it once had. Most of its buyers have moved on to BMW or Benz, and newer ones never knew it at its best.

For the V6 pay \$95,000-\$105,000; for the small V8 (2003-2005), \$98,000-\$120,000; for the bigger V8, \$110,000-\$130,000. If you want to go all the way to the XJR you'll need to pay \$115,000-\$140,000.

In the shop

Average build quality plagued earlier XJ Jags. The problems were mostly silly things that should never have occurred, but did, and they were very frustrating for owners. But since Ford took over the quality has improved and there is little for owners to be concerned about. Make sure the service schedule has been adhered to and the oil in particular has been changed. Eighteen-inch wheels are standard and 19 and 20-inch wheels optional, so be prepared to pay dearly when tyres need replacing.

In a crunch

The XJ has an awesome array of safety features — as there should be on a car that costs about \$200,000 when new. The monocoque chassis, its agility, precise steering and powerful brakes give it the roadholding to escape possible crash situations. Should the metal begin to crumple, front and side airbags are activated.

At the pump

Being surprisingly light for its size, the XJ is reasonably economic. If you pedal lightly you can expect to achieve 10.5-12.5 litres for 100km.

The bottom line

Classic looks belie a modern sporting saloon that matches the bahn-stormers. 70/100

Rivals

Lexus LS430 (2003-2005): \$82,000-\$110,000

BMW 7-Series (2002-2005): \$89,000-\$220,000

Audi A8 (2003-2005): \$85,000-\$125,000

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:

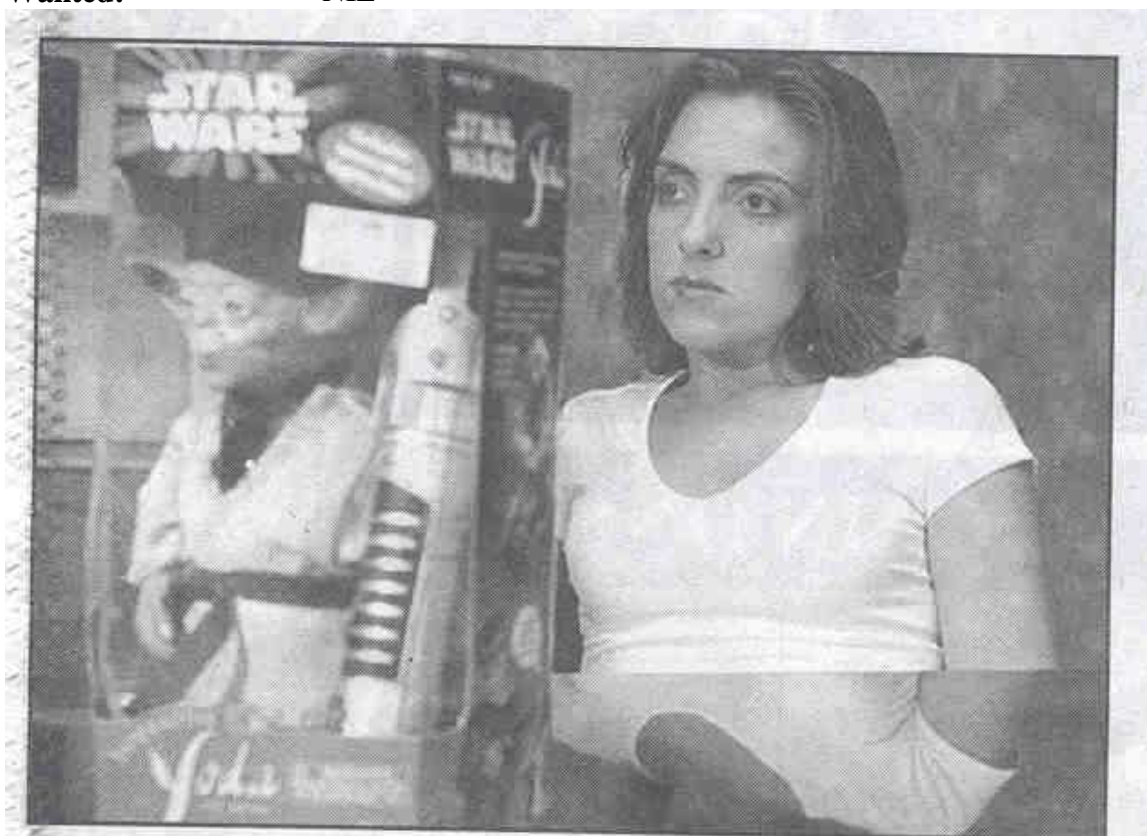
- ✓ Free maps sensor in working order for a D Jetronic EFI (1981 V12). Call Craig on (07) 4729 0908 for information
- ✓ Series 2 XJ6 with V8 \$1,200 (\$600 w/out V8) - needs serious restoration. Call James Addison 0418 987821
- ✓ XJ6 S1 New Front Disks \$300 and brake pads \$40/set. Call Peter on 0431 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



Associated Press

Jodee Berry of Panama City, Fla., sits with her toy Yoda at her lawyer's office Wednesday. Berry, a former Hooters waitress, has sued the restaurant where she worked saying she was promised a new Toyota for winning a beer sales contest in April. Berry, 26, believed that she had won a new car, but she was blindfolded, led to the parking lot and presented a toy Yoda, the little green guy from Star Wars.