

JAGUAR

NORTH QUEENSLAND



REGISTER



PALUMA
MAY 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

March 2008

Wednesday 5
Saturday 25

April 2008

Wednesday 2
Saturday 26/27

May 2008

Wednesday 7
Saturday 24/25

June 2008

Wednesday 4
Sunday 15

July 2008

Wednesday 2
Saturday 26/27

August 2008

Wednesday 2
Saturday 26

September 2008

Wednesday 3
Friday 26/27/28

October 2008

Wednesday 1
Sunday 26

November 2008

Wednesday 5
Saturday 29
Sunday 30

Meeting
BALGAL BBQ

Meeting
EASTER NATIONAL RALLY

Meeting
PALUMA OVERNIGHT

Meeting
HINCHINBROOK YACHT/RESORT OVERNIGHT

Meeting
ALL BRITISH DAY

Meeting
MACKAY OVERNIGHT

Meeting
WINE & CHEESE

Meeting
CAPE TRIBULATION OVERNIGHT

Meeting
HALIFAX PUB

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 7 MAY 2008

Meeting opened 7:30pm

PRESENT:

Reg & Jan Fels, Alan Collins, Kevin Fitz Gerald, Joe Pannia, Richard Dixon, Peter Dixon, Michael Fitz Gerald

Visitor: Peter Vlahovic (47783410)

APOLOGIES:

T Rupuha

MINUTES:

The minutes of the previous meeting held on 2 April 2008, having been previously distributed, were taken as read and were confirmed.

KF / PD

BUSINESS ARISING:

- Thank you to Kevin for chairing last month's meeting in Reg's absence.

CORRESPONDENCE:

INWARDS:

- Letters/Notices: TVV& H, TCC NQ Wheels, Top gear, NQN News Ltd
- Newsletters: NIL
- Catalogues: NIL
- Magazines: NIL

OUTWARDS:

- Emails regarding ABD to various organisations (see inwards)

RD / MF

TREASURER'S REPORT:

Balance at 24 APRIL 2008 was \$640.66 (\$0.84 Interest)

JP / AC

GENERAL BUSINESS:

Hinchinbrook Weekend 24/25 May 2008

I know everyone has been looking forward to this weekend, having fun on Craig's boat, but unfortunately being the tourist season the boat is booked out so...we have come up with another idea and hope everyone will join in the fun.

Saturday Morning we will all meet at the Port Hinchinbrook Marina at 8.30am.

Then board the Ferry for an Island Discovery Tour. The tour is tailored to your needs. Activities may be as strenuous or as totally relaxing as you choose.

Details: Depart Marina at 9.00am. Return Cardwell at 4.45pm.

The day includes Return ferry transfers and lunch at the Resort, 5 free hours on the Island and a souvenir walking map.

We visit: Missionary Bay; Mangrove everglades and boardwalk, Ramsay Bay, Cape Richards and North Shepherd Beach and Macushla.

What to take: Camera, film, bathers, comfortable walking shoes [may get wet] Hat, Sunscreen and Water bottle.

The cost for this trip is \$125 each; and remember this includes lunch and the ferry takes approximately an hour to get to the Island.

Many of us will travel up to Cardwell on the Friday May 23rd and stay at the Cardwell Village Beachcombers Motel which is situated right near the beach at 43a Marine Parade.

Motel rooms have Coral Sea views. Beachcomber Bar and Grill is open 7 days. Room Rates are: Deluxe, 3 beds \$95 per night. Studio, 1 bed for 2 people \$90 per night. Standard Room 2 beds \$89 per night. We also plan to stay Saturday night at this Motel. For those who don't mind getting up very early you may decide to do just the day trip out to the Island. Whichever you decide to do, please let Jan know by 16th May on 47213636. **It is most important that you book by May 16th or if you wish Jan to do this for you, please ring her before the 16th.**

To book the Motel, please ring 07 4066 8550.

To book the cruise, please ring 07 4066 8585.

For those people who will travel up to Cardwell from Townsville, we will leave the Yabulu Roadhouse at 2.00pm. Frank and Glenys from Mt Isa are coming so it would be great for everyone to join them.

All British Day 15 June 2008

The FNQ restores club have expressed an interest in attending and which may also include non British but otherwise interesting cars for display. This month we identified some horrible tasks for members to do to ease the pain down the track. Here's the list so far:

Trophies	RD to approach Shannons
Advertising	RD to approach Bulletin, RACQ
Other club involvement and confirm their attendance	DA to approach all clubs with list provided by RD
Handouts	RD to organise based on previous years
Fire Engines	JP to contact owners to confirm attendance
Individual vehicles	KF to contact other known individual car owners not in car clubs
Saturday Car rally	Richard to provide draft

Here are the remaining previous months brainstorming ideas repeated with responses so far:

- Car locations - *to remain as is*
- Best Car trophy sponsor - *Shannon's to provide*
- Mini fete – *Not this year*
- Signs detailing car details - *Shannon's to provide*
- Advertising – *Bulletin approached, handouts completed (more next month)*
- A theme for the day eg a decade or significant world event – *not this year*
- Trade stalls – *as interest dictates*

- Swap meet on the Saturday (another venue) - *not this year*
- Social/fun navigation run Saturday afternoon eg treasure hunt – *not this year*
- Peoples choice of most popular car of the day at the cost of a donation to the school/charity - *not this year*
- Competition for the public with the answers to be obtained from the various club displays. - *not this year*
- Ban Kevin's XJSC until it has been painted or at least cleaned (refer Joe for this one) – *Kevin has hosed his car down*
- Starting times? -10am -4pm
- Raffles – *discuss next month*

Joe will contact the Fire engine owners asking for them to attend. Reg has the tent. Any more ideas for trade stalls? (David to approach sandblasting friend)? Richard to confirm tuckshop.

Craig and Virginia have said the Jags are welcome for a BBQ at their place on the Saturday afternoon beforehand. Further discussion next meeting.

If you wish to have input, please please please please contact a committee member as soon as possible.

SHANNONS NQ WHEELS, ROLLINGSTONE SUNDAY 21 MAY 2008

Please advise the Secretary ASAP if you would like to attend this event.

TVV&H motor club have invited the Jags to join in a procession with them to Rollingstone. The procession will leave Anderson Park at 10:30am SHARP to reach Rollingsstone for the 12:00am to 4pm show. Please contact Warren O'Donnell on 0427195103 for more details if interested.

Meeting closed 8:25pm



MAY 2008 NEWSLETTER

PALUMA WEEKEND

Jan Fels

Our April Jag run up to Paluma was good fun. Four cars met at Yabulu Roadhouse for a 10.00 start. Attending were Craig, Bill, Kevin, Peter and Louise plus Reg & myself. Craig came in our car as his car hasn't been out of his carport since the wet. With all that rain Craig lost his bridge (the one we cross when driving up to the home) and are waiting for a concrete culvert to be made, but with the concrete shortage he could be in for a long wait. In the meantime he and Virginia have to use their 4WD.

Going up the Paluma Range we did meet a mad driver who thought he was Stirling Moss and was trying to get to the bottom of the hill in record time. We all had to brake sharply to avoid him. I think I drove my foot flat to the boards and to think I wasn't driving!

Kevin called in to see his friends Tony and Julie who are in the process of doing up their weekender. They asked us in for morning tea so there we sat on the edge of the rainforest. What a lovely start to a good weekend!



After lunch we all went for a walk through the rainforest. We also visited the lookout that takes in the Palm group of Islands and the coast. After that it was time for afternoon tea, so back to the Cafe attached to the Motel. This is where Peter, Louise, Reg and I stayed that night while the others intended going home on Saturday. The Motel is new and as I said before with a Cafe/Licensed Dining room. We were lucky the weather was perfect.

We passed this trailer on our way up the hill. Tony's friend lost his wheel at the start of the hill so improvised with this log. It was Tony and Julie who gave us morning tea. We also had to take a photo of Kevin's car as he hosed it down the night before!

On the Sunday morning Peter and Louise started down the Paluma road when Peter found he had no brakes. They made the downhill journey in 1st gear. That's what I call a scary ride!! The boys found out later the brakes were jamming on a broken spring.



Next time we travel up there it would be a good idea to take BBQ gear and have lunch at the lookout, it's a great spot.....

JAGUAR XF: A WINNER FOR JAG

05 May 2008

Kevin Hepworth

The Sunday Telegraph



It's the car Jaguar had to have ... and the one they had to get right. Excitement around the recent launch of the sporty XK range was palpable. With the new XF saloon it has notched up to sweaty-palms, hand-wringingly tense level. With XK it was pretty much a case of preaching to the converted. The car, as beautiful and competent as it is, appeals to the established Jaguar faithful.

The XF is a whole new ball game.

This is the car that has to bring fresh blood to the marque; the car that must redress an ageing owner base carried over from an earlier era. "A group of customers fell in love with us in the 1960s and '70s and they are very loyal customers," Jaguar Australia general manager Dorian Lapthorne said at the XF launch last week. "However, new customers didn't fall in love with us. Our current customer base has an average age of 57 — about 10 to 15 years older than the likes of BMW, Audi or Lexus, or just about anybody else. That wouldn't be a problem in itself, if every time somebody turned 57 they thought; 'I'm old enough now to buy a Jaguar'." That, according to Lapthorne, isn't happening and Jaguar's ageing owner base keeps on ageing.

Enter XF and, according to Lapthorne, there's already strong evidence that the tide is turning. "With first deliveries due on June 1 we've already sold 60 per cent of our allocation (400 cars) for this year ... and the good news is that 77 per cent of XF customers don't currently own a Jaguar," he said. "That's good news for us. And the median age we're seeing is not 57, it's 44 — more than 10 years younger than the overall brand."

Jaguar is also making no excuses for presenting the XF as a premium product. There's no "entry level" model to take the fight to BMW or Mercedes-Benz. Jaguar describes the car as a premium niche product and those who want it will pay the premium.

The 3.0-litre V6 and the bi-turbo 2.7-litre V6 diesel offer a twin entry point at \$105,500 with the 4.2-litre V8 at \$130,500. The current hero model, the SV8 4.2-litre supercharged, is \$166,700 but look to that to be supplanted as the apex model by a XF-R version of the car within the next 12 months. "There's no 2.5-litre XF; there is no sub-\$100,000 XF — because that doesn't fit the profile of building beautiful fast cars," Lapthorne said.

"Does that mean we don't compete head-on with the Germans? Yes, it does. We don't have an \$80,000 car to compete with the (entry-level) 5 Series or the A6. We are a premium niche business."

The biggest thing in favour of the XF is the XF. While the external styling may be a little challenging for some tastes — the front is unapologetically aggressive, with a grille harking back to the gaping square gap that fronted the XJ Series 1 and the rear is a classic; Ian Callum (director of styling) power play with cues to the designer's gorgeous Aston Martin

and XK styling. The coupe-like lines of the XF are accentuated by the matching rake angles of the windscreen and rear glass.

However, it's inside the car that the XF takes Jaguar to an entirely new level. In its own British men's club way, the marque has always used wood and leather to distinction. It still uses fine wood and plush leather but in a more modern fashion. It would be a little unfair to call the interiors Scandinavian, yet the subtle use of metal, sweeping lines and blue phosphor lighting could make you think they were. There are some really nice design touches that, while unlikely to shake the world of car interiors, gives the XF points of difference and a new warmth. The gear shifter is now an integrated dial, which rises out of the centre console to fit comfortably in your hand when the car is started by a push on the pulsing start button. At the same time the air vents reveal themselves in the fascia by swinging open. Interior lighting is controlled by touch-sensitive coverings and the glovebox opens only to the direct touch on an embedded brass rondel — little practical purpose but cute as a button. The design target for the cabin was to emphasise sporting character. The dash has been lowered to improve the horizon vision and the glasshouse sits high enough to push the line that the driver sits in, rather than on, the seats.

On the road, it's a lesson in how varied a character can be drawn from a basic chassis by variation in engine and gearbox. There were no supercharged cars available for the launch drive, due by the on-sale date of June 1, but the differences between the petrol pair and the diesel were significant.

The 3.0-litre V6 (175kW and 293Nm), coupled to the six-speed ZF shared by all models, is a pleasant enough experience but begs the question as to why some 50 per cent of forward orders are for this car.

There's nothing wrong with the combination per se but, for the same price and with the same high specification level, the diesel, with 152kW and a thumping 435Nm, makes so much more sense. It's marginally quicker — 8.2 seconds 0-100km/h against 8.3 — considerably more fuel-efficient and a less stressful drive with bags of torque available from just over 1000rpm. It's also every bit as quiet and refined as the petrol V6. The V8 is a proven engine doing service in both the XJ and the XK. The 219kW and 411Nm unit means there's adequate urge under the right foot but it's not as happy a marriage with the gearbox as the diesel. Obviously tuned for launch feel, first and second gears are eaten up in a huge rush but there's too large a step up to third gear to make punching through varied speed corners a comfortable experience.

DISPLAY AND SWAP MEET SUNDAY 11 MAY, 2008

The Combined Motor Clubs of Townsville will again be holding the annual Display and Swap Meet on Sunday 11th May, 2008. The venue will be as last year, at Lou Litster Park at the Causeway, behind Officeworks. The Club is invited to participate, (a) In taking the opportunity to display vehicles, (b) perhaps some may take up a swap site. Site fees for swappers will again be \$5.00; lookers - a gold coin donation; and those wishing to display, will be admitted free.

Start time of the Swap will be 6.00am, with no pre-booking of sites, however, access to the grounds is possible the night before. To avoid traffic congestion, we require display vehicles to be on site by 8.00 am, food and toilets will be available.

Please contact Peter White at pwpreception@beyond.net.au, or Barry Graham at rhyl_graham@aapt.net.au Please phone 4779 6563 (ah) for any enquiries.

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:

- ✓ XJ6 Series 1 spare parts car located in Mundingburra, Townsville. Offers wanted. Call Bernice Day 0434 851410
- ✓ 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
- ✓

Wanted:

- ✓ XJ6 '79 Water reservoir wanted. Contact Joe 0409 270971
- ✓ Cheap single pepperpot for spare wanted. Call Peter on 0431 224061

EURO ENGLISH

The European Commission has just announced an agreement whereby English will be the official language of the European Union rather than German, which was the other possibility.

As part of the negotiations, the British Government conceded that English spelling had some room for improvement and has accepted a 5- year phase-in plan that would become known as 'Euro-English'.

In the first year, 's' will replace the soft 'c'. Certainly, this will make the sivil servants jump with joy. The hard 'c' will be dropped in favour of 'k'. This should klear up konfusion, and keyboards kan have one less letter.

There will be growing publik enthusiasm in the sekond year when the troublesome 'ph' will be replaced with 'f'. This will make words like fotograf 20% shorter. In the 3rd year, publik akseptanse of the new spelling kan be expekted to reach the stage where more komplikated changes are possible. Governments will enkourage the removal of double letters which have always ben a deterrent to akurate speling. Also, al wil agre that the horibl mes of the silent 'e' in the languag is disgrasful and it should go away.

By the 4th yer people wil be reseptiv to steps such as replasing 'th' with 'z' and 'w' with 'v'. During ze fifz yer, ze unesesary 'o' kan be dropd from vords kontaining 'ou' and after ziz fifz yer, ve vil hav a reil sensi bl riten styl. Zer vil be no mor trubl or difikultis and evrivun vil find it ezi tu understand ech oza. Ze drem of a united urop vil finali kum tru.

Und efter ze fifz yer, ve vil al be speking German like zey vunted in ze forst plas.