

# JAGUAR

NORTH QUEENSLAND



REGISTER



**KNOBBLY KNEES COMPETITION ENTRANTS & THEIR PARTNERS - ATHERTON  
OCTOBER 2008**

## CALENDAR OF EVENTS\*

Date	Event
<b>February 2008</b>	
Wednesday 6	Meeting
Saturday 23/24	BALGAL BBQ
<b>March 2008</b>	
Wednesday 5	Meeting
Saturday 25	EASTER NATIONAL RALLY
April 2008	
Wednesday 2	Meeting
Saturday 26/27	PALUMA OVERNIGHT
<b>May 2008</b>	
Wednesday 7	Meeting
Saturday 24/25	HINCHINBROOK YACHT/RESORT OVERNIGHT
<b>June 2008</b>	
Wednesday 4	Meeting
Sunday 15	ALL BRITISH DAY
<b>July 2008</b>	
Wednesday 2	Meeting
Saturday 26/27	MACKAY OVERNIGHT
<b>August 2008</b>	
Wednesday 6	Meeting
Sunday 24	WINE & CHEESE @ THE SCHOLZ'S
<b>September 2008</b>	
Wednesday 3	Meeting
Friday 26/27/28	TABLELANDS
<b>October 2008</b>	
Wednesday 1	Meeting
Sunday 26	HALIFAX PUB
<b>November 2008</b>	
Wednesday 5	AGM
Saturday 29	CHRISTMAS PARTY (Motor Boat Club)
Sunday 30	RECOVERY PARTY

\*Subject to confirmation – refer to newsletter closer to event date!

## CONTACT INFORMATION:

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

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

## WEDNESDAY 1 OCTOBER 2008

Meeting opened 7:30pm

### **PRESENT:**

Reg & Jan Fels, Joe Pannia, Richard Dixon, Alan Collins, Craig Scholz, Kevin Fitz Gerald, David Ashton

### **APOLOGIES:**

Michael Fitz gerald, Peter Dixon

### **MINUTES:**

The minutes of the previous meeting held on 3 September 2008, having been previously distributed, were taken as read and confirmed.

JF / RD

### **BUSINESS ARISING:**

- *Register Funding.* More discussion which included the feasibility and possible support of separation if lack of support from SEQ continues. The committee needs to take a serious look at the pros and cons of making such a move including incorporation, insurances, set up costs/fees, web presence & possible splitting of membership. Discussion will be continued at the AGM.

### **CORRESPONDENCE:**

#### **INWARDS:**

- Letters/Notices:, Postman's Ball, JDCQ Constitution
- Newsletters: Vuntage & Vets newsletter
- Catalogues: National Pens, marquees
- Magazines: RFDS

#### **OUTWARDS:**

- Email to JDCQ re funding

CS / DA

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

Balance at 25 September 2008 was \$646.95 with one cheque outstanding (Wine & cheese afternoon)

JP / CS

## **GENERAL BUSINESS:**

### ***Lucinda Weekend/Day trip.***

Saturday 25 and 26 October 2008

We have booked the Hinchinbrook Marine Cove Motel for Saturday Night 25<sup>th</sup> October. Each Motel Room has Microwave, Toaster and Tea & Coffee facilities.

Cost to the Club is \$85 [normally \$95] per room.

### ***For Townsville Members:***

Please be at Yabulu Roadhouse by 9.00am on Saturday 25th.

For those who want to travel up later, head for Lucinda then turn left at the Hotel and travel to Dungeness.

### ***Lunch on Saturday:***

Bring a picnic lunch and we will dine in style on the deck of our Motel!!!

### ***Saturday Afternoon:***

We have booked the Hinchinbrook Wilderness Safaris for a 2 hour boat trip.

So far we have 18 people for the tour and as the boat only takes 12 people we will have two trips. First will be 2.00 to 4.00pm. Next 4.00 to 6.00pm

Cost: \$20 per person [normally \$30]

### ***Saturday Night:***

Dinner will be at the Restaurant near the Motel at 7.00pm.

### ***Sunday:***

For those wishing for action, a sightseeing tour of the area is planned. Then lunch at the Lucinda Hotel. They serve a great BBQ in the beer garden.

## **AGM**

The AGM is set for November's meeting however in post meeting discussions, the AGM will be held after the Christmas Recovery Breakfast, late November and the reason being is to include more attendees

### ***Willows Markets BBQ Sizzles***

The committee has shown an interest in carrying out a BBQ sizzle at the Willows Markets to raise awareness of the club and add some dollars to our bottom line. Possibly one per quarter at this stage. Joe to find out how, when, what, why & who. To be included as part of next years calendar.

**Meeting closed 8:30pm**





# NEWSLETTER OCTOBER 2008

## CROOK CAT WEEKEND, ATHERTON

Story: Craig Scholz

Pictures: Jan Fels and David.Ashton

Greetings Jag Lovers...and heart-felt commiserations to all you poor unfortunates who missed out on the Atherton trip. Let us observe a one-minute silence, while you gouge your hearts out with a blunt toothpick. What a ripper of a weekend. It had everything. Glorious weather, excellent accommodation, magnificent food, company and conversation to die for and the opportunity to meet and mingle with the members of the North Queensland Restorers' Club.



I also had the opportunity to road test two Jaguars, Dave and Linda's 2002 S-Type and Dick and Anne's Mark 2. Both cars were definite eye openers in their own ways. The main reason I was able to road test the S-Type, was because I was one of its co-drivers for the trip. I didn't take the Old Girl to Atherton because Virginia was unable to go due to family reasons and she was worried about me driving myself because of my current health issues. Bless her heart.

The Jaguar convoy left Townsville from the usual spot on Friday and headed north. The push was led by El Presidente and Jan in their gold Sovereign V12, with Peter and Louise in the silver Sovereign 4.2 and Dave, Linda and myself in the green S-Type. It was a pleasant and uneventful trip, until half way up the Palmerston, whereupon our first big cat displayed signs of being positively crook and green around the gills. The Sovereign V12 of Reg and Jan picked a most scenic piece of hilly rain forest to curl up its toes. While the rest of us enjoyed the moment, Reg was frantically trying to diagnose his big pussycats' problem. After much process of elimination, more than a few anxious moments and just at the point when we thought the big puss was going to end up on the back of an RACQ ambulance, Reg discovered that the plug into the ignition amplifier had worked loose. A quick push and a poke for luck and the V12 roared into beautiful song. As luck would have it, whilst we were all standing on the side of the Palmerston, dodging traffic and laughing at Reg, who should roll by but Dave and Wendy in their F100. They were returning from their Western Australian holiday (a story in itself, I am led to believe).



The rest of the trip was unremarkable and without incident and we duly booked into the Big Four resort at Atherton. I ended up with a very acceptable self-contained unit, all to myself, amid very attractive and well-kept grounds. I didn't know of the existence of this establishment and it certainly didn't know me but we are going to become very well acquainted from now on. On Friday night, we headed off to the Atherton Hotel to "make whoopee". Here we met up with Dick and Anne, Jim and Alma, Dave and Wendy and Mike. After a very enjoyable evening, Mike took

off to paint Atherton red, while the rest of us took to our beds.

On Saturday morning, we all met up at the car park of the Barron Falls Hotel and headed off in convoy to the Malanda markets. Gotta do the markets!! After shopping till dropping, it was back to Dick and Anne's for lunch. Lunch at Dick and Anne's was one of the highlights of the weekend. I could have stayed all day. Sitting just outside Dick's garage, was his Midnight Blue Mark 2. If I drooled over it once, I fair dinkum slobbered over it all afternoon. Why is it that I become so lustful for older women? But then again, she is only 46. It occurred to me that I have only ever ridden in a Mark 2 once, in 1978, and I had never driven one. Well, you know what they say in the classics; if you don't ask...Dick most graciously said he would give me a drive...yes! Hence, my second road test.



We took off and headed over towards Kaira, rolling through the bountiful greenness of the Tablelands. I was both surprised and impressed. Contrary to what I have been told by many, the quality of the ride and handling of the Mark 2 is remarkable. I have driven many late model cars of all makes that compare very poorly with the Mark 2 in this regard. Dick's car has the little 2.4 litre 6-cylinder XK Jaguar engine and it cannot be compared in any way, shape or form to a V12. However, it is surprisingly responsive and nimble, given that it has to drag around such a heavy car. I couldn't discern any rattles, knocks, bumps or other disconcerting noises and the lovely little thing sticks to the road like shit to a blanket. It is so beautiful. I am in lust.



Since we are talking road tests, let me tell you about Dave and Linda's 2002 S-Type. Same story. I had previously never driven one and had never ridden in one. My entire knowledge base comes from newspaper and magazine articles and the unsubstantiated claims of others. I had been informed that the quality of the ride and handling of an S-Type was consistent with "blue tacking" a Leaper onto the bonnet of a Commodore. I had heard less than disparaging remarks about the 3-litre V6 engine. Now for the truth, as I experienced it.

The S-Type is a very comfortable, very attractive Jaguar. It oozes Jaguar style and attitude. The quality of the ride and handling is very, very good. It's not quite as good as my Daimler Double Six Vanden Plas or a Sovereign XJ12 but you can't expect it to be. You can't compare apples with carrots. Unfortunately, I think a lot of the S-Types' critics all too readily compare apples with carrots. Sometimes, I think they compare apples with house bricks. However, I think the S-Type could be even better than it is, if 55 profile tyres didn't hamper it. I can't understand why Jaguar ever considered putting low profile tyres on its vehicles. Jaguars have always been legendary for their quality of ride and handling. Low profile tyres belong on the racetrack, not on luxury vehicles. When it comes to the 3-litre V6, I was impressed again. It is quiet, smooth and responsive and puts in a good turn of speed, considering its size and the weight of the car. Best of all, we got 36 mpg @100 kph. The best I can manage out of the Old Girl is 19 mpg on a good day (if I don't turn the key). I don't lust after the S-Type like I do Dicks' Mark 2 but then I've always had this thing about older women. However, Virginia is often saying we should get another newer Jag (for her) and if I



had a few lazy bob lying around, I would have no hesitation in buying her a Jaguar Green S-Type with heaps of extra chrome. Love chrome.

Before we return to our story, a message for El Secretario. Be prepared. My next road test is your 1968 S-Type. In the true vein of Jaguar critics, I will be perfectly fair and objective in my appraisal; I will only compare your car with an Aston Martin DBS [*El Secretario* says, "Bring it on, Bubble Boy"].

After arriving back at the Big Four in the Mark 2, it was time for a kindly nap before "doing dinner" at the Hot Wok Indonesian restaurant. Once again, same old story, great food, great



company, great time. On Sunday morning, I was up at sparrow fart, due largely to the medication I am currently on. I was out and about enjoying a beautiful morning. The breeze was breezing, the sun was sunning, the birds were birding and all was well with the world; and then the bloody mobile phone shattered everything. But lo' and behold, it was El Presidente calling me to breakfast. Only a little bit suspicious, I raced over to Reg and Jan's unit, to be confronted by El Presidente playing Nigella Lawson and plonking a full cooked breakfast in front of me. It

occurred to me that this was a repeat of Saturday morning and I had to ask why I was being so spoiled. What had I done or more to the point, what was I expected to do. So far, I still don't know what I have to do to pay the piper. I think Reg was just being a very sweet and considerate El Presidente.

After bailing out of the Big Four, we headed out to a potato farm, the headquarters of the North Queensland Restorers Club. The Restorers were having their monthly meeting and pizza bash. Our esteemed Vice El Presidente, Dick, is also El Presidente of the Restorers Club, hence our invitation. It was of momentous misfortune, for them, that Peter, Louise and Mike couldn't make it to the spud farm. Peter and Louise decided to go exploring (bad choice) and Mikes' Series 3 Sovereign 4.2 was the second big puss to fall over. Mikes' big cat was running a raging temperature (105 degrees), so he took a slow trip to Cairns to have Nev Akers doctor the viscous coupling on his radiator fan. If that wasn't tragic enough, on his return to Townsville at night, he lost alternator power due to a bolt working loose and spent the night by the side of the road, curled up (contorted) on the back seat. You should know about women Mike, if you don't pamper them, they'll always get you in the end.



What a truly great experience we had at the spud farm. The members of the Restorers Club are a wonderfully friendly bunch and there are big mobs of them. The two clubs melded as though we always get together like that. I think we should. There were so many beautifully restored MGAs, MGBs, Triumphs and Mercedes, that along with our Jaguars, the place looked like an auction house for classic cars. There was even a Studebaker Hawk in pristine condition, but the piece de resistance, was the pizzas.

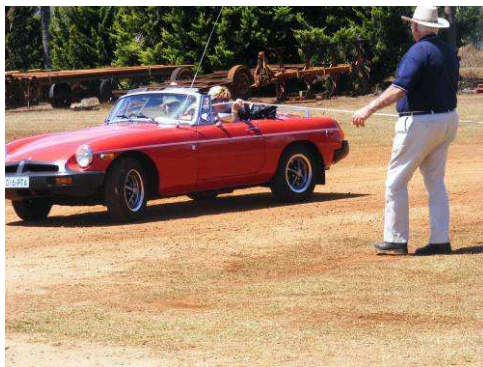
I tell you Jag Lovers; you have never seen anything like it. Imagine forty to fifty people, all mingling and having a great time, slurping on the vino and up to their elbows in pizza dough and toppings, surrounding a ridgy didge brick and concrete wood fired Italian pizza oven. The oven could cook 20 odd pizzas at a time and was manned by obviously professional standard wood fired pizza cooks. Unbelievable. While Dave and Linda were creating our pizzas, I was watching the locals. I have never



seen so many variations on the pizza theme. Some of them were literally works of art. I was wondering to myself if there was some sort of competition going on but I later realised the method to the madness. By having a truly unique pizza, you can readily identify your masterpiece to the cooks when it comes time to get it out of the oven and no one else will knock it off (inadvertently) when it is plonked on the table.

Of course, true to my old profession, I immediately saw the value in networking and establishing a rapport with the cooks. As a result, I got the full rundown on being a wood fired pizzarillo and my pizza was the only pizza that was professionally inspected and returned to the oven for more attention.

What did they taste like, you ask? Indescribable. I will no longer be able to contemplate the cardboard and leftovers that are called pizzas in Townsville. I think the secret lies in the dough, made on site to an obvious authentic recipe, the authentic wood firing and the combination of atmosphere and friendship. Cannot be beat.



Unfortunately, Dave, Linda and myself had to beat a hasty retreat back to Townsville after lunch. Reg and Jan stayed on with Jim and Alma, Dick and Anne and Dave and Wendy. While they were enjoying the spectacle (???) of beautiful classic cars engaging in a gymkhana in the red dirt of the spud farm, we headed home in the green S-Type. It was on the trip home that the S-Type became the third big puss to fall over. Well, not exactly fall over but she did display an intermittent tendency to cough and splutter and run

like a hairy goat.

Her affliction was duly diagnosed as a faulty coil. Her treatment and prognosis is described in my article "Jaguar Lovers Vs Dodgy Brothers Inc." Recommended reading, Jag Lovers.

Until next time Jag Lovers, be good and pamper your big puss. Apparently it was a great weekend.







By the way, the winner of the knobbly knees competition is Peter, whose knees were so knobbly he was afraid to show them (as our cover photo shows). Only kidding!

### **SUBSCRIPTION REBATE FALLOUT**

Richard Dixon

It seems comments from this North Queensland register have caused a stir in the corridors of our southern headquarters. Both Chairman Reg and myself received a phone call from the Club's President, Mr Lloyd Anderson expressing concern over club members publicly airing their opinions namely, my article on the lack of funding (referred to as a 'rave') and Craig Scholz' piece criticising the new XF which apparently had a sponsor threatening to withdraw support.

In our conversations Lloyd explained that:

- the club is non profit and the reason why the club is hoarding (my word) it's \$60k bank balance is to fund the next National Rally held in Queensland,
- he had initially written a far more detailed letter in response to our request for increased funding but said the version we eventually received was simplified in the belief that the original was too complicated for us to understand,
- each month the JDCQ's monthly entertainment expenses equal the incoming expenses, which he was forced to admit they don't always after referring to a statement,
- the club's accounting method is how it has always been done and doesn't need to change, and
- 'funding' of the commercial JagMag was decided upon years ago, supported by NSW and Qld and would not change because it would upset some members.

Draw your own conclusions from the above but in response, Lloyd was told that club members are free (and will continue to be free) to express their opinions.

The main committee in my opinion appears to be slightly out of touch with its regional members and needs to do something about it. Member's comments since received indicate that the somewhat inflexible nature of the JDCQ committee is an ongoing issue.

What next? Well, I look forward to Lloyd's next phone call but it would be even nicer if he committed pen to paper with a full and proper account for all to read in the State newsletter. In the meantime I encourage you all to vocalise your thoughts for us to discuss our future direction at our November AGM.

### **JAGUAR LOVERS VS DODGY BROTHERS INC.**

Craig Scholz

Greetings Jag Lovers...it is I, the Feral Fingered Phantom, mightiest one fingered typist in the North, scourge and nemesis of all that is dodgy in the world of JagDom. You may remember from some of my past scribbles, that I bring to your riveted attention, the evil derring-do of numerous "dodgy brother" auto "specialists". Be afraid my pets, be afraid, for my work is not yet done. I have flushed out more examples of their cruel, unethical and greedy predation.

Some very reliable informants of mine, who both rate A1 on the Admiralty Scale for intelligence analysis, have approached me with tales of woe, supported by incontrovertible written documentation.

Current intelligence holdings indicate that Old Mate is still at it. This is the same "specialist", you may remember, whose spare parts staff did not know of the existence of Jaguar V12 engines and is the same "specialist", whose Service Manager told me to my face, "We don't have the equipment or the expertise to work on Jaguar V12s. We send them to mechanics in town. "

Well, my pumpkins, Old Mate doesn't have the expertise to work on 2002 3 litre S-Types or 2008 XKR's either. Informant "A" reveals that he recently purchased a local 2002 S-Type, with a complete service history by Old Mate. Old Mates' Service Tax Invoice indicates that at 54,655 kms, all rear suspension and both upper and lower front ball joint boots were removed and replaced due to splitting and un-serviceability, were tested and deemed OK. For this piece of work, the previous owner was charged a goodly sum.

At the next service, 64260 kms, another auto specialist with a highly regarded local reputation serviced the car. This specialist reported that all the said boots were split and unserviceable and that there was no indication that they had ever been replaced.

This was promptly reported to Old Mate, accompanied by corroborative documentation. There ensued much gnashing of teeth, pulling of hair, wails of denial and blaming of suppliers. A rather rudimentary investigation soon revealed that Old Mate had bought the said replacement boots, non-genuine, from a local very reputable supplier for \$88.00. Old Mate then charged the owner \$122.70 plus labour but apparently didn't bother to fit the said boots.

The matter was eventually resolved to the new owners' satisfaction but only due to the embarrassed (??) intervention of management. The staff had been adamant that it wasn't their responsibility and the owner had to pay full tote odds... again.

Consequently, Old Mate is never going to set eyes or spanners on a certain 2002 S-Type again, or any of the S-Types' mates.

But wait, my little potato puffs.... there's more. Another very reliable informant, Informant "B", recently took his brand new 2008 XKR to Old Mate, for a very minor issue. This magnificent Jaguar, my pets, is worth \$230,000.00. Informant "B" is so disgusted with the lack of service he received and the blatantly obvious incompetence he was forced to endure, that he has vowed, that by hook or by crook, he is never going back to Old Mate again. The issue in question was the replacement of a minor air bag warning light component; a job that Jaguar Australia sets aside 10 minutes for. To cut a very long story short, Old Mate had absolutely no idea. Informant "B" is now faced with the quandary of trying to find someone competent to look after the love of his life. This is tragic, my pets, this is outrageous, my pets...this is tragic and outrageous.

But don't run away yet, my little pumpernickels, there's even more. On our recent glorious Club weekend to Atherton, the little green S-Type of Informant "A" developed tummy troubles. She alternately purred like a cat and stuttered like Elma Fudd. The affliction was diagnosed as a crook coil (one of six would you believe). Informant "A" reluctantly made certain enquiries to Old Mate. Old Mate confirmed that the problem was indeed a crook coil and then quoted \$180.00 plus GST for the coil and \$950.00 to fit said coil. Not a bad little earner, my pussy willows, but fear not, the North Queensland Jaguar Club charged to the rescue. A phone call to the Club's favorite Melbourne Jaguar specialist and supplier, revealed that the said coil could be purchased for \$80.00 plus GST and in their extensive experience and knowledge, it would take one hours labour, on a bad day, to fit it, if it was on the right hand bank; or 10 minutes if on the left hand bank. Consequently, we all know that El Presidente is about to become au fait with the Jaguar 3 litre V6. Go Reg!

What can I say, my pampered poodles, except to yet again extol the virtues and sensibility of belonging to the North Queensland Jaguar Club. Being a member gives you unfettered access to advice, products and services available to the world of JagDom. Save a fortune on repairs and maintenance, get top quality work done by committed specialists, avoid "dodgy brothers inc." and have great social adventures at the same time. Did I also mention being under the ever-watchful eye of the Feral Fingered Phantom?

Until next time my pets, my work here is not yet done.

PS: The above examples are true accounts, only the names have been changed to protect the guilty.



## **RAVENSWOOD ROCK FESTIVAL – 1 NOVEMBER 2008**

There is still room available for stallholders at the Ravenswood Rock Festival to be held on 1 November 2008. It is anticipated a huge crowd of people will turnout for this event which will feature:

- \* Live music from 2pm (3 local bands confirmed - Gravy Train, Howlin' Blues Dogs and Home Brew),
- \* Rock Drilling competition,
- \* Car Show,
- \* Bike Show,
- \* Ute Muster,
- \* Mechanical Bull,
- \* Monster Truck Jumping Castle,
- \* Trade Stalls/Exhibits &
- \* Spit Roast Dinner (variety of meats, veggies and salads available).

Space for a stall or exhibit is free - all you have to do is bring your own gear and set up! If you're interested in holding a stall, or if you require any further information, please contact Chrissi (Christine McKenzie) at the Railway Hotel, 1 Barton Street Ravenswood QLD 4816 on Ph: 07 4770 2144, Fax: 07 4770 2198 or email: [ravenswoodrailwayhotel@bigpond.com](mailto:ravenswoodrailwayhotel@bigpond.com)

## **FOR SALE**

1984 XJ6 167,473km, Red, engine rebuild required, \$2,000 ono Ring Fred on 4772 6123

1984 XJ6 reconditioned head \$1,500 Call Reg on 4721 3636 to discuss

