

JAGUAR

Townsville



Register



April 2000

MEETING - 5 APRIL 2000

Present:

Peter Carlson, Alan Collins, Cameron Bell, Alan Chung, Peter Simmonds, Kevin Fitzgerald, Clive Hutchison, Phil Robin, Anthony Cooper, Bill Honniball, Sheryl Brannan, Tom Brannan, Geordie Brannan.

Apologies:

Michael Fitzgerald.

Minutes:

The minutes of the previous meeting held on 1 March were read and confirmed.

Alan Collins / Phil Robin

Welcome:

The President welcomed visitors Sheryl, Tom and Geordie Brannan who have recently acquired a one-owner XJ6.

Business Arising:

- Alan Collins summed up the breakfast run to Virginia Park as a great success with 19 attending the pre-cyclone outing. The one regret was that we didn't get to sample our hosts, Rob and Sue Bennetto's home made sausages. There's always next year. Participating Jaguars were a Mark 1, two Mark 2s, an E-type, an XJ6 and an XJS-C.
- Kevin provided all the stats on the 10-pin bowling outing, declaring Peter Carlson the most consistent with two second places, himself and Bill sharing the honours with a first placing each. He did admit however, he was lucky to get away with it after almost getting stuck in an endless loop at the roundabout before making a dash for the car park.
- Bill reported that he and Peter Carlson had attended the Hill Climb as spectators long enough to see two cars compete before the third competitor wiped out his RX7 causing a major delay in the proceedings.
- It was resolved to write and thank Ralph for engraving and donating the plaque to attach to the John Gibson memorial barbecue.
- Monty Campbell has sold his Mark 2 to Ian Parkin who owns two other Mark 2s and who it is hoped will join the club.

Correspondence:

- Inward:
- Marque Sports Car Club newsletter
 - Mackay Register newsletter
 - Rockhampton Register newsletter
 - The Running Board newsletter
- Outward:
- Minutes, newsletter and financial statement to JDCQ Brisbane

Kevin Fitzgerald / Alan Collins

Treasurer's Report:

Alan Chung purchased regalia for \$10.

04/05/00

General Account As of 31 March 2000

Date	Num	Name	Amount	Balance
General Account				355.41
08/02/2000		Deposit	35.00	390.41
29/02/2000		Interest	0.03	390.44
23/03/2000		Deposit	15.00	405.44
Total General Account			50.03	405.44

Phil Robin /Kevin Fitzgerald

General Business:

- The Economy Run to Giru will be a barbecue brunch and will leave the Bowen Road Mobil service station at 9 am on Sunday, 7 May.
- We have a Go-Kart outing scheduled for 28 May while the Marque Sports Car Club have one scheduled for 27 June. We will liaise with the MSCC to try and arrange a joint outing.
- Contact will be made with Paul Hawkins to get advice on suitable accommodation in Mission Beach for our July overnighter.
- Participating clubs from last year will be contacted re All British Day scheduled for 13 August.
- There was some discussion on the future of leaded petrol. Apart from radical valve seat replacement etc. the alternatives appear to be lead substitute fuel (coming) or in line fuel converters (here now).

APRIL 2000 NEWSLETTER

Cover Photo:

Just to remind us that ABD (All British Day) is drawing closer, here is a scene from last year's event showing some of the 21 Jaguars/Daimlers present. The date for the great event this year is 13 August. It seems Kevin Fleming's Armstrong Siddeley is ready for this year's show judging by a recent article in a local paper.

Peter's Panorama:

10-Pin Bowling

A small but enthusiastic band of bowlers turned up at Kirwan Bowl. Kevin obviously was concentrating on his bowling technique rather than his navigating as we watched the white XJS-C pass; first in one direction, then the other. With just four of us bowling we were able to fit in two games of fierce competition. While at times we all showed glimpses of a shady past by deviating into the gutter, at least none of us 'did a Mr Bean', ending up in the bin with the ten pins. Michael had difficulty finding a ball with a big enough thumb hole and threatened to bring the Black & Decker next time.

Early morning run

With cyclone Tessi approaching, we gathered under cloudy skies just as dawn was breaking. Numbering about 19 we had roughly equal numbers from our Club and the Marque Sports Car Club and a motley collection of vehicles spanning about 60 years. We travelled sedately through the greenest of green countryside and a couple of light showers before turning off onto the freshly graded road to Virginia Park. For part of the way into the homestead we skirted a WW II landing strip that was shown in a recently released book of such installations that Alan Collins brought along. Just before the homestead we negotiated a steep creek crossing with water in the bottom which reminded us to keep a weather eye open during the morning. We enjoyed a relaxed breakfast with our hosts Rob and Sue and their two boys. While some headed back to town, a few of us took the opportunity to travel down to the Fanning River at the back of the homestead by Land Cruiser. With heavy showers rolling in when we reached Woodstock, most took the direct route home, though a few intrepid souls took the Giru road. Having now proved that we can survive an early morning run, should we attempt an even earlier start next time?

Hill Climb

Bill Honniball and myself decided to investigate this event run by the Twin Cities Auto Sport Club on the Mount Stuart access road. We soon discovered it wasn't just for cars as we clambered up the steep slopes in search of a vantage point. Some special machinery was lined up at the starting area – Warren Skimmings 240Z turbo was first on the line; others included an Audi Quattro, a brand new Honda S2000, a Subaru Impreza, a Toyota Supra and one of the original 1979 Volvo team Round Australia Repco Rally cars. After a couple of hours we had seen 2½ runs (third car up the mountain, an RX7, unfortunately clipped the bank and speared into a tree) so while the tow truck laboured up the hill, we descended. There seemed to be plenty of interest in this inaugural event so let's hope it becomes an annual attraction.

- Coming Events

Our next event on the horizon is our economy run to Giru and return on Sunday 7 May. Depending on the weather/road conditions at the time we plan to travel via the old Cromarty Road to the Giru International Hotel and then on to the Giru park for a barbecue brunch on our new gas barbecue. Departure time is 9:00 am from the Mobil servo on Bowen Road. We will be topping up tanks to the bottom of the filler neck here (that's both tanks if you have them—with current petrol prices if your tanks are empty your credit card will need to be too). Then it's a case of smooth and economical driving for the rest of the day before we return to Mobil for a refill of the tanks again to the bottom of the filler necks. Then follows the calculation to work out kilometres per litre before multiplying by the weight of the car (based on manufacturer's data). The car with the greatest Tonne/kpl will be declared the winner. Bring your own handbook/manual showing the weight of your model in case we don't have that info available.

The other coming event that we have filled in for 28 May is the Go-Kart activity. Costs will be reduced if we have a sizable number attending so we plan to join with the Marque Sports Car Club who have their Karting event times for 27 June. When we reach an inter-club consensus on the timing we will publish the outcome in the next newsletter.

- Formula 1 News

Does anyone know what happened to the Jaguars at the Brazil Grand Prix? The viewing time was too viewer unfriendly for me. However, I did watch the San Marino event the other night at the famous Imola Circuit. The huge Italian crowd went ballistic when Schumacher's Ferrari took the lead with a few laps to go. The two Jaguars made a very good showing, finishing in 7th and 10th positions. Both drivers seemed to be driving with a view to finishing the race which makes good sense. Apart from one brief dice by Eddie Irvine with the sixth placed car coming out of the pits when he very nearly moved up one place to gain Jaguar's first Grand Prix points, both drivers kept clear of other cars and with passing almost impossible at Imola, were content to improve their positions through attrition of other cars. Both cars seemed to be handling well with extra performance in reserve. Irvine was forced to do a brief pit stop early on when his car suffered a miss-fire. Word from the pits was that the cause was known before he came in and the cure was simply to switch something off. The pit crew performed well and seemed to be well disciplined. With Jackie Stewart as adviser and his reputation for detail this is to be expected. Reading an article on his racing career recently I came across some Stewart anecdotes. For example, in his son's Formula 3000 days on arrival at the track with his team, the transporter driver's first job was to jack up each wheel on the truck in turn and rotate each wheel until the tyre sponsor's name 'Bridgestone' was upright on each tyre. It was also said that Jackie had the left sleeve on his suit coats made half an inch shorter so another sponsor's product (Rolex) could be shown to full effect. More recently he passed on to Ford thirty-one demerit points on their new Taurus including that the brake pedal was too **noisy**, the engine turned five times before firing, and the plastic tether on the petrol cap was 'a piece of crap'. Jackie (and more so his brother Jummy) was involved in racing Jaguars from the early 50s. Jimmy was recruited by Lofty England to drive with Hawthorn in the ill fated 1955 Le Mans after running second to Hawthorn in an aluminium bodied Mark VII at Silverstone that year. That didn't happen, as the month before at Le Mans, Jimmy had an 'off' at the Nurburgring in his D-type when he shot off through a hedge and finished hanging upside down in his car in the shrubbery soaked in petrol. As the hedge had closed up behind him, it was some time before rescuers found him. After that he gave serious racing away to placate his mother. Jimmy was at the Jaguar F1 launch in January this year, just as enthusiastic about racing Jaguars as he was 50 years earlier. Brother Jackie (who suffers from dyslexia according to some reporters) only just missed selection for the Tokyo Olympics in rifle shooting at the age of 21. Some contemporaries say Jimmy was actually a better driver than Jackie but was unlucky. Could it be that attention to detail paid off for Jackie?

- Odds'n'Ends

- Someone told me that on the internet lately has been an account of a Jaguar owner being crushed to death by his car dropping off axle stands. While no details were given it might be time to warn owners of Jaguars with independent rear suspension of the dangers this poses when jacking. Under

normal circumstances jacking a car and putting it on axle stands should be a safe practice. However it can be dangerous if care is not exercised in the placement of the stands. For cars with rigid rear axles placing the stands directly under the axle tubes is a safe practice, but placing the stands under the sloping lower wishbones of the Jaguar I.R.S. is dangerous as is jacking with a trolley jack (or any other jack) on the wishbones. The problem lies in the sloping of the wishbone. If axle stands are placed at the outer extremities of the wishbones and the body is rocked slightly the stands can 'walk' inwards towards the diff with a shuffling motion, each stand moving alternately with the other. One or both stands can fall over in the process and it all happens in a couple of seconds. I saw this happen not long ago. Simply closing a rear door could trigger this action. Remember too that when jacking, if you jack one side first, the slope on the other wishbone increases when you come to jack that side and the risk of the jack slipping up the wishbone is increased. I suggest that if the cup of the trolley jack won't fit under the collar at the outer end of the wishbone (usually the tyre gets in the way), then jack at the jacking point on the body and pack under the wheel as you go. I never get under the car unless the weight is on the wheels on blocks (wood is best, bricks are too brittle). If I have to turn a wheel, eg when greasing, I raise the wheel on the jack (under the wishbone end now the tyre is clear) just enough to clear the block and I leave the blocks in place.

- There is outrage in England over BMW's proposed sell off of the car division of Rover. This would be the death knell of Rover cars and would result in the loss of 40,000 jobs. There have been demonstrations in the streets as a cash strapped BMW tries to rationalize its operations.
- There are rumours that Ford is chasing BMW. That's one way to remove one of Jaguar's major rivals.
- Wasn't it great to see Queensland as the cricketing premiers again this year. We are now the inaugural winners of the Milk Cup. I'll drink to that.
- Some Steve Wright observations:
 - Hard work pays off in the future. Laziness pays off now.
 - Many people quit looking for work when they find a job.
 - 24 hours in a day.....24 stubbies in a carton.....coincidence?
 - I couldn't fix your brakes so I made your horn louder.
 - If at first you don't succeed, destroy all evidence that you tried.
 - Success always occurs in private, and failure in full view.
 - The sooner you fall behind, the more time you'll have to catch up.

And some from the 'have you ever wondered files':

- Why is it that when you're driving and looking for an address you turn down the volume on the radio?
- Why is lemon juice made with artificial flavouring but dishwashing liquid is made with real lemons?
- Why is it that night falls but day breaks?
- Why doesn't Tarzan have a beard?
- How come wrong numbers are never engaged?

- Reminders for the Fridge Door

- Wednesday 3 May at 7:30 pm - Meeting at Speedy's Pizza
- Sunday 7 May at 9:00 am - Economy run to Giru

Keep on Jaguaring ... Peter

For Sale

- 1979 Series III Daimler Sovereign
- May be only one of two in Australia without the sunroof option
- Receipts available for rebuilt motor, reconditioned gearbox and bare metal respray in metallic burgandy
- New steering column and \$2,000 stereo
- Been in family for 12 years
- Sheepskin seat covers, woodwork intact but varnish crazed, carpets worn
- Forced sale due to need to raise cash urgently
- \$25,000 spent, will accept \$10,000 as is or \$12,000 with road worthy
- Phone Ben Zillman on 4775 7980 (home) or 0410 455611 (mobile)

Contact Information:

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Secretary	Bill Honniball	4773 1346	4781 4795
Treasurer	Phil Rôbin	4773 3221	041 7796303
Social Secretary	Alan Chung	4724 4089	

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