

# JAGUAR

NORTH QUEENSLAND



REGISTER



ALL BRITISH DAY  
JULY 2007

## CALENDAR OF EVENTS\*

4 July 2007 <b>29 JULY 2007</b>	Meeting, BP Truckstop, Cluden <b>POKER RUN</b>	7:30pm See this newsletter for details
1 August 2007 <b>25-26 AUGUST 2007</b>	Meeting, BP Truckstop, Cluden <b>ATHERTON TABLELANDS</b>	7:30pm Details this newsletter
5 September 2007 <b>30 SEPTEMBER 2007</b>	Meeting, BP Truckstop, Cluden <b>WINE &amp; CHEESE EVENING</b>	7:30pm TBA
3 October 2007 <b>27-28 OCTOBER 2007</b>	Meeting, BP Truckstop, Cluden <b>PORT DOUGLAS WEEKEND</b>	7:30pm TBA
7 November 2007 <b>24 NOVEMBER 2006</b> <b>25 NOVEMBER 2006</b>	Meeting, BP Truckstop, Cluden <b>CHRISTMAS DINNER</b> <b>CHRISTMAS RECOVERY BREAKFAST</b>	7:30pm TBA TBA

\*Subject to confirmation

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## MEETING – WEDNESDAY 4 JULY 2007

Meeting opened 7:30pm

### **PRESENT:**

Kevin Fitz Gerald; Alan Collins; Joe Pannia; Richard Dixon, Reg & Jan Fels;. Craig Scholz; Anthony Cooper; Bill Moore

Visitors: Chris Freeman; Glen (Toad) Sanderson

### **APOLOGIES:**


Michael Fitz gerald.


### **MINUTES:**

The minutes of the previous meeting held on 6 June 2007, having been previously distributed, were taken as read and were confirmed.

Kevin Fitz Gerald / Alan Collins


### **BUSINESS ARISING:**

 Reg welcomed our new member Bill and two visitors Chris & Glen. Bill owns a brand spanking new 3.0l X-Type while Chris and Glen own mid-eighties XJ6 Sovereigns.

 Richard will probably fill out the Westpac forms for himself and Reg for the new cheque book signatures.

### **CORRESPONDENCE:**

#### **INWARDS:**

 Lions Swap Meet notice

 Qld State Government Regional Budget

#### **OUTWARDS:**

 Nil

Richard Dixon / Jan Fels

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

Balance at 25 June 2007 was \$566.12.

Joe Pannia / Craig Scholz

### **GENERAL BUSINESS:**

#### **All British Day 2007**

Revamp to ABD 2008 requested. Suggestions include trophies, combined clubs effort & attract more vehicles & spectators. If you have any good ideas we want to know.

#### **Sunday July 29 Poker Run**

FIRST Card: 9:00am departure from HOME Hardware Vickers Road/Hervey's Range Road

SECOND Card: Blue Water Springs Roadhouse (Gregory Developmental Road) for morning tea;

THIRD Card: Shell Roadhouse on way out of Charters Towers for lunch;  
FOURTH Card: Pitstop at Mingela Pub  
FIFTH and FINAL Card: Stuart Hotel Carpark, Stuart Drive, Wulguru.

*Please let Jan know on (07) 4721 3636 as soon as possible if you are coming. There will be a trophy prize for the best poker hand and we think we should be back at the Stuart Pub around 3-4pm*

### **Atherton Tablelands Weekend Trip**

The Jag club would like to try and do something different with incentives in the form of attractions to visit if you wish to make the trip. People may decide before they come if this is what they want to do. It would be nice if we could travel as a group.

The following proposed itinerary has kindly been prepared by Richard & Anne for consideration:

#### **Friday 24 August**

- > *Travel to Herberton which is approximately 18kms from Atherton and staying at the Herberton Royal Hotel. The cost is \$50 per person per night which INCLUDES bed, breakfast and dinner. Good deal! For those not staying at the hotel, meals will incur a cost of course.*

#### **Saturday 25 August**

- > *Cooked breakfast at the Royal Hotel.*
- > *Visit Camera Museum opposite the hotel. Entry is approximately \$6. This may sound a bit boring to some, but the gentleman who owns this fascinating museum is a real Jaguar and motorcycle enthusiast. He has also worked for ASIO and will give a talk and demonstration on his cameras which include spy cameras etc. All will find this very interesting.*
- > *Travel to Irvinebank for lunch and a visit to the John Moffat museum which is extremely well done and very interesting. Entry is approximately \$6. Irvinebank is a tiny old tin mining town 27kms from Herberton with approximately 10kms of dirt road in good condition. For those not willing to take their Jag's on this road, other transport can be arranged. The pub does lunch. If we get some reasonable numbers for the trip we can arrange to have the hamburgers/BBQ done in our honour. They do have dishes such as fish/chips and giant sandwiches for around \$8.*
- > *Back to Herberton. For those interested there is a mining museum in Herberton with a gold coin entrance fee. Also around 20kms from Herberton is the Hypipamee National Park crater. No entry charge and well worth the 300m easy walk if you haven't seen it before.*
- > *Dinner (and drinks) at the Royal Hotel around a nice fire.*

#### **Sunday 26 August**

- > *Cooked breakfast at the Royal Hotel.*
- > *Leave Herberton and travel to Tolga (near Atherton). One for the blokes maybe, visit the Tablelands Heritage Centre which is a new centre just established with a very interesting collection of Heritage Farming and Machinery. Cost is around \$2 to \$5.*
- > *On the way back to Townsville visit the Nerada Tea plantation in Malanda. They do tours and a great Devonshire tea.*

**Bookings:**

Paul and Sandra Raybold own the Royal Hotel and they are members of the FNQ Restorers Car Club. When making your bookings please mention the Jaguar Club. They have very limited number of rooms in the hotel ie 5 doubles, 4 twins and 2 single rooms. GET IN QUICK. Phone (07) 4096 2231 to reserve your spot.

If you need any further information concerning the itinerary please phone Richard or Anne on (07) 4091 7486.

Please let Jan know on (07) 4721 3636 if you are coming and have made a booking. Departure time from Townsville will be organised in due course and travellers advised accordingly.

### Meeting closed 8:25pm

REMEMBER:

**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. You're also guaranteed to get your copy of the newsletter much earlier via email.

## JULY 2007 NEWSLETTER

### ALL BRITISH DAY JUNE 2007

Story: Jan Fels, Pictures: Jan Fels & Joe Pannia



With the weather so miserable, it was good we were able to have a wonderful night out at Craig and Virginia's home at Bentley. We thank them so much for their hospitality and great venue. How lucky were we to be able to sit around that roaring fire and watch Craig and Reg cook up their specialities in the camp ovens!!!! It was also lovely to see Monica & John from Cairns. Shame they followed the wrong car home and ended up in

Wulguru rather than at Seagulls. Also, there were Elma, Jim and David from the Tablelands. They too ended up in someone else's bed when they discovered their booking at Yongala had been cancelled. With the Cowboys playing that night the town was booked out so it could have been a cold night for them.

We wonder how Anne and Dick are getting on with their new puppy. They were also out at the farm and planned



to take the puppy back with them. Do hope she didn't misbehave in the XJ6 on the way home.

Sunday turned out to be overcast (what's new?!) and I think that kept people away. Also with the Burdekin Bridge celebrations in Ayr, a number of Vintage Cars travelled down to that. Hopefully next year we can come up with some new ideas to keep everyone happy.



We thank the Cathedral School for allowing us the use of their grounds and the friendly catering staff who fed us all manner of hot British food!!.



Also a big thankyou to the people who travelled long distances to show us their cars and bikes. It was great to see Dennis the magnificent old fire engine. I wonder who polishes all that brass! Jerry Reeves was also there with his three wheeler Morgan's and some old motorbikes. In fact there were heaps of wonderful cars and bikes. Hopefully next year we will see many more attend.

## **CAUTION: DANGER AREA – JAGUAR V12**

Craig Scholz

G'day Jag Lovers. This month, I must tell you about the three day circus that was my attempt to fit new thermostats in the Old Girl. This exercise confirmed absolutely the widespread opinion that Jaguar owners are masochists. Why else would we own Jaguars? I'm thinking of getting Virginia to write a paper on the phenomenon and submitting it to the Behaviour Research & Therapy Journal. The main premise to be explored, is that Jaguar owners buy Jaguars so they can indulge themselves in self inflicted pain, frustration and despair under the guise of being classic car enthusiasts. This way, we don't get carted off to the nut house in a straitjacket.

My delve into masochistic heaven, commenced when I became convinced that my failure to achieve an improvement in fuel economy was due to the fact that the Old Girl runs too cool. A Jaguar V12 should run at 90C. The Old Girl was running at 70-75C. My research tells me that this would cause incomplete fuel combustion, resulting in the

computer throwing in more fuel and the engine running rich. I can believe this because I can smell it and the exhausts are as black as a chimney sweeps' ar...nose.

I have been aware for some time, three years in fact, that the standard 88C thermostats had been replaced by 82C thermostats. This was advised, as it was the easier and cheaper solution to correct a minor overheating problem. At the time, it worked. Since then however, I have fitted the 4speed transmission, the SM2 ECU and had the radiator removed and reconditioned. I was then rolling along at 75C. Knowing that overheating is a V12's worst enemy, I thought, how lucky am I. Once again.....dickhead!!

Anyway, I thought, how hard could it be to change thermostats? I had a flying start; at least I knew where they were. I ordered the new ones from Melbourne and they duly arrived, without the gaskets. A new order was sent and the gaskets turned up. Getting ready for the big day, I bought a few extra tools I thought I'd need and a few other odds and ends. I then parked her in the carport, arranged my lighting, threw up the bonnet and got stuck in. This was lunchtime on a Monday.

By the time I'd finished buggerising around, I had the left hand one out in about 30 minutes. There it was in my hand. Sure enough, 82C. How easy is this I thought. Leaving it ready for the new thermostat, I started on the right hand side. This is when reality smacked me between the eyes. I had so much trouble accessing the thermostat housing nuts that the air for a radius of 100m was blue....dark blue. I have small hands for a man but to get to those nuts, I figured I'd have to go and recruit a 5-year-old kid. Off came the air filter. Not enough. Off came the short ram air induction. Move the temperature gauge sensor wire. Take off my watch. Roll up my sleeve. Tie back the radiator hose. Just enough room to attack with an 11mm open ender. One quarter of a turn at a time, on three of the nuts, using two fingers and a thumb. After about an hour, I had the three nuts off. That left the bottom right hand corner. What a mongrel. I tried everything to no avail. At one stage, I became convinced that the head of the nut had been rounded off. I could barely see the nut and with the partially paralysed fingers of my right hand, I could barely feel it. I was starting to think that it was mission impossible and maybe it would require lifting the motor out or something equally as drastic. Then, when I attacked it again, I mistakenly picked up a 12mm spanner and before I knew it, I had elicited a degree of movement out of the little sucker. Wouldn't you know it? Surely only the Poms would think of using three 11mm bolts and one 12mm bolt and put the 12mm in the most inaccessible corner. Once the little sucker was out, guess what I found? A 74C thermostat. By this time it was almost dark, so I knocked off and got stuck into a bottle of red with Virginia. That was Monday shagged.

Finding the 74C thermostat threw me into a spin. Where did it come from? At the very least it should have been an 82C. It had obviously been there a lot longer than the left hand 82C, even the gasket had disintegrated. I can only surmise that I had been ripped off three years ago and paid for the fitting of a thermostat that didn't happen. However, it gave me cause for hope. A n 82C and a 74C in place of two 88C thermostats must have been having some sort of detrimental effect. It also confirmed to me that the only "specialist" you can trust is yourself, even if it does take forever to get a job done.

Tuesday dawned full of hope. Overnight I had further researched the matter and confirmed that the 88C thermostats were just what I needed. I also discovered that the 74C thermostat was meant for a Jaguar 3.6 litre six cylinder. Tuesday then turned into an absolute mongrel of a day. I won't bore you with detail but suffice to say, I had the car back together twice and had to strip it down twice. The thermostat housings kept leaking copious amounts of coolant, even before I turned the key. Inspection revealed that the thermostats were slipping out of position when the covers were going on and the lips

were wedging between the housing and the covers. After trying to fit them three times, I had shagged my gaskets. During the process, I also ended up with a steering pump full of coolant. Don't ask me how, that is another story entirely. I had to figure a way to keep the thermostats sitting in a vertical position while the covers were bolted on. By this time it was Tuesday night, so I knocked off again and got stuck into another bottle of sedative....I mean plonk.

As I lay in my bed that night, I pondered not the number of sheep jumping some stupid fence but how the bloody hell I was going to get those thermostats in. During the night, the Jag Fairy whispered "Glue 'em in you dickhead". From the time I awoke with the Jag Fairy's words ringing in my ear, it was all history. I drove Virginia to work and on the way home I bought a roll of 1.5mm gasket paper and an 8mm wad punch. I then got to work with paper, punch, aviation glue and a tube of silicone. I siliconed the suckers into place with a thin smear, cut my gaskets, went berserk with the aviation glue and bunged them all together. Success. My theory was that the silicon would hold them in place, whereupon, it would be dissolved by the 90C coolant and not cause me any problems. I hope.

After filling the system, bleeding it and running the Old Girl up to temperature, I was ecstatic to see the temperature peak at 95C before immediately dropping to 85C. On a warm to hot day, it should run at a constant 90C. Being satisfied with the result, I then attended to sucking the watery oil out of the steering pump and replacing it. I also felt confident enough to change the fuel filter. By then it was about 3.00pm on Wednesday. I drove the Old Girl into town to pick up Virginia and she sat on a constant 85C the whole way. My next move will be to take it on an economy run and see if the exercise has produced any results.

Even though it took me three days and I swore and cursed and took the skin off my knuckles, I'm glad I tackled it. Not only did I save a squillon in mechanics' fees, I know the job is done properly and I learned a lot. But I hate to think how long a difficult job would take me.

### **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 months issue. Photos are welcome for inclusion too.

#### **For Sale:**

Slightly dead Series 2 XJ6 motor and Borg Warner gearbox free to good home. Anybody? Phone Joe 4778 1072

Good '78 XJS body, no engine but 350 Chev plated, no exhaust or battery, black interior. Asking \$2800 but will look at offers. T400 gearbox for \$350 Phone Paul Khan 0407 960 602

Free maps sensor in working order for a D Jetronic EFI (1981 V12). Call Craig on (07)4729 0908 for information

#### **Wanted:** NIL

