



NORTHERN JAGUAR MAGAZINE



"BEAUTY" – Phil Agnew's 1979 Jaguar XJ6 S3
See Member's Story "The Beast" Part 2

FEBRUARY 2016 - EDITION



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PRESIDENT'S Report



Welcome to our first newsletter of the year. I have not seen Nigel's first edition as I write this, however in the short time I have known Nigel I have found him to be very hard working and thorough, so I expect that this publication will be a very professional effort and a good reflection of what we want our club to be. I will give you an update in each newsletter but will try not to repeat issues that have been already addressed elsewhere.

I made mention at our last meeting that out of 74 members, 55 are local and only 10 members were present. It would be great to increase numbers at meetings. I personally look forward to our Wednesday meetings since it is also a social occasion where we can chat, have pre-dinner drinks and a good meal – Tony and Anne put on a special menu for all of us Jag Lovers – and we can relax after the meeting, enjoy a parting drink at the bar or view any new acquisitions, restored Jags or items that members have come along with.

The Management Committee is still short of two positions. We definitely need some help administering the club and also many more helping hands when we attend Heritage Day, ABD etc.

Our calendar reflects some more local events and we are trying to incorporate other club's events and charity runs etc. into interesting Sunday runs for us. I think people with concessional registration should appreciate this and take advantage.

We are working on revising our Constitution and will have some more discussion on it before we send it out to you. In the meantime enjoy the newsletter and hope to see many of you participating in our 2016 club events.

Joe Pannia

MANGEMENT COMMITTEE

PRESIDENT: Joe Pannia



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TREASURER (Acting):
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MAGAZINE EDITOR:
Nigel Miller

SOCIAL SECRETARY: Vacant

CLUB APPOINTMENTS

REGIONAL LIAISON FNQ:
Wendy Anderson

MERCHANDISE
Jim Bateman

DATING OFFICER (Club REGO)
Reg Fels

FUND RAISING
Peter Dixon



EDITOR'S Chit-Chat



Welcome to 2016

We've now had our traditional "rest" after the Christmas and New Year festivities, and I hope you are all looking forward to a fun-filled **JAGUAR 2016!** I won't insult you by asking what your NY resolutions are – few of those ever get spoken about after a few months have passed! I prefer to set myself goals, and of course my main goal is to get my Mark 10 registered and on the road again, where it should be. A lot remains to be done, but I can see a light at the end of the tunnel – or is that the Ghan?

Why don't you send me an email and let me know what YOUR JAGgoals are for this year. And of course if you need help and/or advice, that is what clubs are for.....

JCCNQ Website

Some of you may not know that our club has its very own [website](http://www.jagnq.com.au) which can be accessed by the obvious link. (If you are still living in the dark ages and receive a printed copy of our Newsletter, go to www.jagnq.com.au – and if you need help, ask a child, they know everything!). The site was set up some time ago, but was seldom updated, so had little to hold our attention – but your new Management Committee has resolved to do what it can to address this. For example, we now have some interesting articles written by Alan Hames of the UK, who has owned his concourse-winning 1972 E Type V12 from new.

We also have a blogging facility on the site – hardly ever been used, but please, give it a try, with your queries, experiences etc. It could end up being really useful to us Jagnuts.

Oh for some Rain!!

We should now be well into the "wet" as you read this, but as I write, it hasn't started yet! However, now would be a good time to remind all you Jaguar owners out there, to check that the drain tubes in your fuel filler recesses are clear, and will allow water (or excess fuel) to flow away from the fuel cap. If the drain tubes get blocked, water - from rain or from washing the car - will probably sneak into the fuel tank, with potentially disastrous consequences. A quick blast of compressed air will usually do the trick, and you could avoid the frustration of grinding to an undignified halt on the side of the road in your pride and joy.

I know this happened to at least one JCCNQ member last year.....

Beautiful Brisbane Daimler



I espied this gorgeous 1968 Daimler 2.5 V8 just before Christmas, parked behind a shop in Hawthorne, Brisbane. Reminded me of our 2015 Car of the Year - but without the wire wheels.

Breaking for spares

Also while in Brisbane before Christmas, I managed to get a vital part for my 1989 XJS Coupé from Mike in Sunnybank, who is breaking a 1983 (I think) model. The motor and gearbox, and some other small items have already been sold, but for anyone out there who may be interested, Mike's number is 0422 388 417.

Help me to fill this page!

If you have any interesting comment, piece of news, or want to "have your say", please send me an email at millwind@bigpond.net.au – I'll do my best to include it in our next Newsletter:- Nigel Miller



SECRETARY'S Scribbles



"To be Snail Mail or not to be, that is the question?"

Australia Post announced late last year that postage costs would rise yet again in 2016 because of the decrease in the use of snail mail (that is ordinary old fashioned postage) offset by the huge increase in emails. I recently posted an A5 envelope which contained a couple of photographs to my mother in Bundaberg and to my horror it cost \$2. This prompted me to think, "where is all this going?".

The TV program on Australia Post (AP) in December indicated that postal delivery to your front door will soon be a thing of the past. If you do not have a PO Box then you will not be receiving any snail mail. Already Banks, financial institutions, companies etc. have pushed for statements to be distributed by email instead of snail mail. AP will become a distribution centre for parcels and packages only. I recently received four Jaguar rims from Melbourne by AP.

The cost of a PO Box per year at my local post office is now \$110. If you are in an area which can connect to Optus, for \$10 more than the post box you can have 1.5 Gbytes of data per month. This is a modest amount of data for general email traffic and Ebay purchases of car parts. The only catch is that you require a computer (\$300-400) and a 4G modem (about \$70). It appears that Telstra give much better coverage for their 4G network than supplying ADSL broadband for the internet because of the huge explosion in mobile phone demand. By the way Optus and Vodaphone uses the Telstra 4G network on a lease basis.

So where am I going with all this information? A few members of our club do not have email addresses to which newsletters, important notices etc. can be readily distributed. I forgot to mention in my ramblings that you do not have to pay for an internet provider to set you up on the internet to receive emails. This can easily be provided by Hotmail, Gmail. For about \$400-500 you can have your own computer and modem with a monthly Optus account of \$10 per month and you have joined the digital world to receive/send club emails, stay in touch with friends (Facebook) and spend the rest of your retirement money on Ebay obtaining parts for your Jaguar. After all, the Grandchildren are only going to blow all your money on rubbish.

The answer to the question is your choice. "Snail mail or email". Please consider.
Philip Agnew

Note: This question is particularly relevant to a small club such as ours. The cost of printing and postage of 10 Club Magazines a year for each of those club members who have not registered an email address with us, is a significant proportion of the annual subscription:- Editor



Take a good look at Blair's 1965 Daimler 2.5 V8 – you may not get another chance! Word has it that Blair has found a buyer in Brisbane.....

CALENDAR OF EVENTS 2016

CLUB MEETINGS: Time: Dinner 6:00PM Meeting: 7.30PM on 1st Wednesday of monthly except Jan and Dec.

Place: Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld 4810

<u>FEBRUARY 2016</u> Wednesday 3 rd Sunday 28 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. The Townsville Circular – See Upcoming Events
<u>MARCH</u> Wednesday 2 nd Sunday 13 th Sunday 20 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Cruise for a Cause – Townsville Ayr day trip
<u>APRIL</u> Wednesday 1 st Friday 15 th - 18 th Monday 25 th Friday 29 th – Sunday 1st	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Jaguar National Rally Sunshine Coast Anzac Day Parade, Townsville Tablelands Weekend
<u>MAY</u> Wednesday 6 th Sunday 15 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Townsville T150 Heritage Day
<u>JUNE</u> Wednesday 1 st Saturday 18 th Sunday 19 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. ABD Dinner All British Day - Cathedral School, Townsville
<u>JULY</u> Wednesday 6 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Airlie Beach overnight
<u>AUGUST</u> Wednesday 3 rd	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Charters Towers day trip
<u>SEPTEMBER</u> Wednesday 7 th Sunday 25 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Cardwell day trip
<u>OCTOBER</u> Wednesday 5 th Sunday 25 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Local
<u>NOVEMBER</u> Wednesday 2 nd Saturday 26 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. AGM/Christmas Dinner

NOTES:

Emails: If you have an email address and can receive newsletters or if you change your email address please advise the Editor as emails save time and money.

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



SOCIAL EVENTS



JAGS AT AUSTRALIA DAY TOWNSVILLE 26th January 2016

by Joe Pannia



The Silver XJ6 X350 Jag pulled into the Rugby Club carpark on Hugh Street at 7:30 AM on a wet overcast Australia Day. I parked up near some Holden and Ford Utes from the OutKast Ute Club, their many large Australian flags hoisted high above their front bumpers showing great patriotism for this event. They had driven up from Ayr and were there early, and were not going to miss the cruise to Jezzine. "What happened to Sunshine City" they said. Townsville

certainly did not bring on its typical bright sunny weather on this Australia Day.

Phil rolled in shortly afterwards in his beautifully restored Maroon XJ6 Series 3, followed by Peter in his newly acquired Topaz XJ6 X300 and Blair in his classic Daimler 2.5 V8. We chatted with the other motor enthusiasts for a while, with one eye on the steady procession of cars arriving and the other on the BOM radar which showed moderate rain over a huge area to the north but thankfully stopping at the Rollingstone line.



The cruise was to start at 8:00 AM and we waited anxiously for some time for the event organizer Phil Smith to arrive. He was to lead the convoy to Jezzine. Apparently the early morning showers had played havoc with the Fun Run and planned events were running late. Phil did arrive eventually in his special edition Ford V8. We were not allowed in the park until the Fun Run presentations were over. At last at about 8:25 AM the convoy began leaving the carpark with the many and varied purrs, rumblings and roars from the numerous V8's, classic old Chevs, Dodges, Fords, Holdens and Valiants to name a few. It was a treat to be in this cruise and I could see lots of onlookers impressed at this moving car display winding its way around Castle Hill along Bundock Street towards Jezzine Barracks.

Entering Brigadier North Park Lower at The Strand end was organised chaos but several car marshals did their job well. The crowd of onlookers, well satiated by the free sausage sizzle breakfast cheered us in. It was great to see the long line of about a hundred cars making a noisy but very colourful entrance. About thirty cars were already there taking advantage of the shady trees on this hot and steamy morning. The four Jags and Daim eventually ended up all in a row and all was well. Jeff showed up shortly after we arrived. He had taken out his red Daimler V8 (our 2015 Car of the Year) to come on the cruise but realized that the early morning shower was letting a small drip in via the windscreen and wisely parked it back in the shed to avoid any rust issues later. Jim came along and left his prestigious looking black XJ8 X350 back in the street and had to endure a brisk walk to the display – giving him enough time to think up several reasons why he missed the cruise.

This car display has been held for the last four years but was only opened up to all car marques this year to boost the numbers. We had fun chatting to owners and members of other clubs and whenever I saw Phil he was networking with the many motor enthusiasts. We can expect some invites from other car clubs in particular the Early Holden Club. Some of us sat in front of our cars for a while but the morning sun did sometimes shine and was a bit harsh and the day was extremely humid, so after more talking and a good look around at the opposition so to speak, it was time for a coffee and hot dog from the well set up Food Court, enjoying the free entertainment.



We can of course appreciate cars other than our beloved Jaguars!! On the left, judging by the registration number 70PNY is a 1970 Ford Mustang, and on the right is a beautiful 1965 Ford Cortina GT Mark I.



Chris and I then decided to make our way up to the big marquee on the Parade Ground for the Flag Raising Ceremony. There had been several awards and the Citizenship Ceremony so quite a large crowd was already there. We ended up sitting behind the official party near the Governor, the Premier, the Mayor, State and Federal MP's, Councillors etc. - not to mingle with the political hierarchy or lobby on behalf of our fellow motoring enthusiasts, but because there were some spare chairs near one of the big pedestal fans – the morning was getting hotter and more humid and what a relief it was to sit in a cool dry spot. Gazebos and umbrellas will be the order of the day if hopefully we do attend again next year.

We settled down and watched the quite spectacular military parade and listened to the many very interesting and patriotic but

thankfully short speeches. The traditional land owners and other indigenous local people also had their say. A prominent indigenous leader strongly suggested that the date of Australia Day be changed because it clashed with Invasion Day. I had not attended such an event for a long time and none with so many high ranking dignitaries. They were here because of Townsville's 150 year celebrations. The Jezzine Barracks Precinct was definitely the place to be on this Australia Day morning.

The 21-Gun Salute started exactly at noon as scheduled after the flags were raised. Every kid under four years old started crying at each big "ka-boom". We had been warned several times about the expected noise at noon and there was even a note on the Council website warning about it. Then at the RAAF flypast, as the huge 4-engined C-17A Globemaster loomed over Kissing Point Hill and swooped down over the park with engines screaming, those poor mothers had to contend not only with more howling but also soiled nappies as well!

Just after midday the show was all over red rover. We headed back to the display as cars were exiting and listened to the soothing, rumbling sound of Blair's slow revving V8 Daimler moving safely out of the park. Chris and I scrambled straight into the luxurious comfort of the Silver Jag and cruised home via The Strand and straight into air-conditioning after a very successful and satisfying Australia Day club outing.

Bushy Beach Fun Day – Townsville Sunday 14th February 2016

by Nigel Miller

Despite the short notice, 3 intrepid club members, Joe Pannia, Blair Warry and yours truly turned out at 8:30 at the Civic Theatre, Boundary Street, for a fundraising event for the TOWNSVILLE HOSPITAL ONCOLOGY DEPARTMENT, organised by the Cyclones Rod & Custom and Early Holden Clubs. After admiring the cars at the meeting point,



we set off for a cruise through Townsville, along the Strand, and over to Bushland Beach, where we managed to find an empty car park where we could display our vehicles. The custom cars were a joy to see, and the enthusiasm of their proud owners was refreshing. I don't know enough about the car on the left to tell you much about it, but the gorilla in the back seat was a bit like "the morning after the night before"!!!!

Joe Pannia continues:- After Nigel and Lee left, Blair and I spent another hour or so looking at the cars – many beautifully presented – Corvettes, Stingrays, lots of Ford and Holden V8's, Chev trucks and of course the bright revving hot rods assembled from various different makes. Chris got some incredible bargains from the market stalls – new \$40 shirts for only \$1! And more. When looking and bargain hunting was done, we enjoyed a quiet drink on the cool veranda beside the lagoon just topped up by the recent rain. It is a very relaxing and salubrious spot to have lunch on our next club outing. The rest of the crowd congregated around the bar and verandas where many raffle tickets were being sold. Judging from the number of prizes displayed and the fact that the event goes on to Sunday night, a fair amount of money will be donated to the Hospital Oncology Unit.



Just before lunch, as we were leaving we had a chat to new member Garry Sellen who had managed to get his newly acquired white Series 3 Jag there. We thanked the organizer Mick Hayes and also bid farewell to my several cousins from Ingham who had joined the cruise. It was a very pleasant way to spend a Sunday morning. I hope more members will come along to these events as we expect more invites throughout the year.

Townsville Circular..... Sunday 28th February 2016

by Joe Pannia

Alan was the first to arrive at the Odyssey on the Strand followed by Joe and Chris, Reg and Jan, Nigel and Lee, Jim and Rahayu, and Garry. Rahayu made a grand entrance by being delivered "honeymoon" style over the footpath barricades by Jim - now that's enthusiasm and great to see! We enjoyed coffee, tea and toast waiting for some more members to come - but that was it. Where was everybody? – it's no fun just sleeping in – you can do that on any Sunday! Thankfully Morrie and Blair both joined us at the beach so we managed eight Jags and Daimlers at the February club event.



An hour chatting was enough so at 10:30 we left on our Townsville Circular via The Strand, Ring Road and North Shore, to Bushland Beach. The Silver XJ6 X350 (Chris & Joe) led the convoy followed by the Champagne S-Type X202 (Alan), Black XJ8 X350 (Jim & Rahayu), Dorchester Grey XJS V12 (Reg & Jan) and White XJ6 S3 (Garry). The Sage Green Daimler XJ40 Sovereign (Morrie) and Blue Grey Daimler V8 2.5 Blair) were at the beach. The Cobalt Blue XJS V12 (Nigel & Lee) had to deliver Lee home after she felt unwell but re- joined the convoy at Owen's place.

First stop after the brief regroup at the Fairfield Overpass was to meet Shaun Baumer at his brother Owen's place on Mt Low



Parkway. We were greeted by Shaun and his blue cattle-dog cross "Boof" waiting in the shade on another very hot Sunday morning. The yard was a veritable museum of trucks and machinery in different stages of rust, repair and restoration. Sitting on top of a shipping container was a 1928 Bedford truck which Owen had dug out of some landfill. It was not quite ready for display at All British Day, but Owen is going will get her going without a great deal of effort.....

As well as a very authentic restoration of a 1941 American Dodge truck, a 1940's Chev truck which was used in recent war film "Australia", Shaun showed us the British Bren Gun Carrier, Morris Gun Tractor and 1941 Aerial despatch bike which we will hopefully see displayed at All British day. The Gun Carrier, fully restored in WW2 colours was originally designed for a Bren gun but actually had a Vickers Machine Gun mounted when it



saw action. Apparently in war time if one gun was in short supply the next closest model was fitted - as long as the war machine meant business it was a goer. I am glad I was not around when this was in action - the thick armour plating at the front protected the gun a lot more than the

soldier firing it. The men toughed it out walking around the yard inspecting, old Blitzes, a mountain of stationary engines mainly pre WW1 vintage, Studebaker truck with a Dodge roadster on the back, while the ladies relaxed in the cool shade of Owen's sheds.



On we went to Shaun's place to see more military machines. In the front yard was a Jeep and medium sized personnel carrier, all going, and Shaun started them up for us. What amazingly smooth running motors for such old vehicles! Around the back was more machinery, an International truck picked up at Lucinda and most likely used in the cane fields and possibly seen by me as a kid since we just lived down the road at Macknade, a huge US Army Harley Davidson motor bike and much more. But Shaun's most highly prized treasure pieces



were inside, where the ladies were, relaxing in the air conditioning. All sorts of ammunition, tools for cartridge making, Whitworth tools dating back to 1880, Winchester bullet boxes as well as numerous old bullet boxes and posters etc. Shaun's wife Karen had room for only one glass cabinet amongst the huge array of armoury, but her old war-time Oak ice cream tins, and various biscuit and colourful food containers made a beautiful and interesting display which the ladies appreciated. The day was getting hot, Alan Jim and Rahayu had already left to quench their hard earned thirst at the Pub. We presented Shaun and Karen with a Jaguar belt buckle generously donated by Jim and thanked them on behalf of the Club for inviting us into their home and showing us this great array of memorabilia.



We pulled into the Bushy Beach Tavern carpark just as Blair arrived, and found Morrie and the others in the coolest part of the air-conditioning. The Pub had reserved a table for us in the garden under shade cloth but no way were we going to be in that on this typical hot Townsville day, sea breezes and view were just not enough. Lunch was ordered at the food hut and surprisingly came quickly considering this was a very busy Sunday with a much larger crowd than usual. The food was better than most and the calamari was particularly nice. The cold beer was even better. Blair passed around some brochures on possible options for our club shirts and after a few more beers and chin wags it was time to hit the frog and toad after a pleasant Sunday morning Club outing. Hope to see more of you next time.

All members will shortly receive a copy of our latest Membership List, which we try to keep as up-to-date and accurate as possible, so if you come across any inaccuracy in model description, member details etc, or if you have additional vehicles not on the list, PLEASE inform Joe on joepannia@bigpond.com or on mobile 0409 270 971. Thank you.

UPCOMING EVENTS

Sunday 13th March 2016

The Lions Club of Townsville (Castle Hill) are organising a **CRUISE FOR A CAUSE**, to promote road safety in the lead up to Easter, and to raise funds for Spinal Life Australia, and for the Townsville Castle Hill Lions Club. Meeting at Cannon Park Thuringowa at 8:00am, followed by a cruise along The Strand, then along to Strand Park Bushland Beach, where cars will be on display until around 2:00pm. Heaps of great food, and lots of fun options for the kids. There will be an entrance fee for the cars. For more details, contact Bruce McAtee on 0408 500 202. This event has been declared a JCCNQ Club Event so cars on club rego can attend.

Sunday 20th March 2016

This will be a club **DAY TRIP to AYR**. As we have no Social Secretary as yet, no details have been finalised. If YOU would like to help organise this trip, please advise any member of the Management Committee – contact details above. This is your chance to show us what you can do!!

Friday 15th – Monday 18th April 2016.

THE JAGUAR NATIONAL RALLY will be held on the Sunshine Coast this year. We know that Peter Dixon will be attending, and representing our club at this great event – will any other members join him? It's a major national event, and will be an experience not to be missed. *(Peter, please take lots of photos, and don't forget to write a short piece for our Magazine: Editor)*



For more details, and to register your participation, please go to

[Jaguar National Rally 2016](#)

JAGUAR NATIONAL RALLY 2016

Friday 29th April – Sunday 1st May 2016

The Tablelands Weekend will be one of our major outings of the year, when we hope to meet up with all our friends and fellow members in the regions north of Townsville – well, as many of them as we can!!! Planning for this event has already begun, but nothing has been “firmed up” at this stage. It's likely that some of our Townsville members will trek north on Friday afternoon/evening, while others will be setting off bright and early on Saturday morning. A suitable meet-up point will be chosen, and there are lots of interesting places to visit. Please make a note in your diary – we want to take as many cars into the rugged mountains as possible, so dust off your snow chains, carabiners and crampons and join us!!!



CLUB MERCHANDISE FOR SALE



MUGS \$10
STUBBY COOLERS \$7
KEY RINGS, FROM \$5

Phone Nigel on 0400 599 637





Initially the Beast became the “Beast of Burden” because I could not get it to start. I thought that this can’t be too difficult so I disconnected the air cleaner and removed the inlet pipe between the airflow meter and the engine and sprayed a can of “start you bastard” down into the inlet. This always worked on the Mazda and trucks I drove in the bush. This was a big mistake as I soon found out. A Jaguar is far more sophisticated than having a can of spray up its nose to make it start.

Being a bit despondent with my efforts and some comments about that hunk of “Pommy scrap metal” in the back yard, I reassembled all the bits I had removed, put it on a car trailer and shipped it off to Reg’s place for some work and TLC. Now you would think that this would not be a challenge for Reg with his long history of repairing and maintaining Jags but the Beast had him fooled for a while. After many attempts to get it started Reg removed the air cleaner and the air flow meter and guess what he found. Well, you will have to ask Reg what was causing the blockage between the airflow meter and the engine.

Once started, work began on the suspension, braking system and all those undercarriage areas which are difficult to get to without a hoist. Nothing had been replaced in the past 30 years so it was time for a complete overhaul. On its return to Rangewood I was able to drive the Beast around the block and feel how responsive it was to my commands. However this was not quite the same as getting it out on the open road to “clean the cobwebs” out.

My next drama was the fuel system and the two way flow valve in the boot which directs fuel from the tanks. This valve was replaced together with the hoses as leaking fuel all over the shed had created a real safety hazard. In carrying out these repairs I began to understand the complexity of the entire fuel system and the importance of the airflow meter, the pressurized fuel lines and what happens on ignition. A great learning curve, thanks to Reg’s patience and support.

As the Beast started to respond I had the impatient desire to be able to drive down the road. There was still a lot of work to be done on the Beast before it was ready for registration, so to my surprise there was a fully restored XJ6 series 3 advertised for sale in the Jag newsletter. I had to have her. She is a real “Beauty” and an absolute pleasure to drive and admired by all. (*See the cover photo of this newsletter – Ed.*) The deep maroon colour with abundant chrome and wood paneling makes her attractive even to my neighbour who is a “Holden Man”.

Well I assume you are all wondering what happens next? Well, you will all have to wait for issue 3 of “Beauty and the Beast”

Battling on with my 1965 4.2 Mark 10 (Caspian)

Wednesday, 3rd February 2016

It's been nearly 2½ months since I wrote Part 7 so it's not surprising that I've made some significant progress – however I have to admit that I'm NOT going to achieve my initial goal of getting Caspian registered and on the road by the end of 2015!

Delayed gratification is all very well, but I wanted to satisfy my Jaguar craving NOW, so I went out and bought another one!! This time, a 1989 XJS V12 Coupé. It requires some loving care and attention, but it came with a valid RWC so is fully registered and mobile. I'm determined not to allow the new car to distract me from Caspian, as you can see below.



Rear suspension (IRS)



When I said in Part 7 that I saw a wire brush and breathing mask in my future, I had no idea of how right I was. The jobs seemed to never end. However, slowly but surely, order and tranquility and cleanliness were restored to the shed. The best way to show what has been going on is by showing some

before'n'after pics:



Hope I remembered to refit all those nuts and bolts before putting the cover plate back on! The diff was cleaned and painted. Calipers reconditioned and the rotors machined. The handbrake calipers (centre) were dismantled and cleaned, but were in surprisingly good condition. The diff pinion oil seal leaks, and needs changing, but for now I can't get the 1½" nut off, so I'm leaving the joy of that procedure for later.



Replacing the shock absorbers, at \$600 for the set, was not an option, so, after testing and priming them on the bench, they were cleaned and painted, the springs powder-coated fire-engine red to match the front springs.



The IRS as it was removed from the car, and now, waiting to be re-united with wishbones and drive shafts. I had some drama with the wheel bearings and fulcrum shafts. I read up about setting the bearing end-floats and fulcrum shaft pre-loads, and thought I had it sussed, but suffered a crisis of confidence. Luckily Alan Lincoln rode to the rescue on his trusty steed (XJ6 S3), not only walking me through the measuring and calculation process, but also machining the correct spacer for the wheel bearings.



I must work out how to fit the half-shaft universal joints with the tools at my disposal. I don't have a press, and don't want to pay the \$100 quoted by a local workshop.



Bodywork



The rare 14in steel road wheels have been straightened (by Jordan at Mag-Medic), powder-coated (by Zapps) and, after stressing about getting the right hard-to-find tyres, eventually Grant, at Bob Jane Townsville, managed to source some magnificent Bridgestone 205 75R14 w/walls. The wheels now look spectacular, and I can't wait to get them on – if only the rest of the car can live up to them!!

The front windscreen and rear window have been installed, with new rubbers. Brian, from About Town Windscreen Repairs, duly arrived for what I expected to be a routine and trouble-free installation. Ha-Ha!! Apparently, installing windcreens with new rubbers is more difficult than using the

old ones (impossible in my case), the rubber mouldings were not quite to spec (apparently), and the chrome trim was out of shape so could not be installed properly. B*gg*r!!! (not that I am given to swearing...). All's well that ends well though (here's hoping!). I'm sure Brian spent more time here than he anticipated for his fixed price. The rear window and trim were finally installed satisfactorily, despite the rubber moulding not following the contour of the window, but the front windscreen was more of a problem. The moulding was a good fit for the screen, but the chrome trim was not playing the game, (the trim must have been perfectly good 50 years ago – what could have changed between then and now?). In the end, Brian gave up and left me some magic suction clamps for a couple of days, so I could try the job myself. Several attempts, time and patience, seem to have done the trick, but I'm not quite finished yet – so no pics until we are "A1 at Lloyds"!

I'm extremely disappointed with the suppliers of my full body rubber kit from UK. I won't mention their names now, it has been mentioned in previous articles. It seems that they can no longer supply the proper moulded door rubbers which were included in their original kit, and propose to give me an arbitrary credit for the unsupplied items. 7 months after I paid in full. Not happy!

Upholstery

All the leather seats have now been finished and installed in the car. Paul at North Queensland Trimmers has done an amazing job with them, and I couldn't be more pleased. Here's a picture of the rear seats installed in the car, and of Paul hard at



work in his shed, on the new squab panel for the driver's seat. The front seats are missing their wood panelling – I haven't managed to re-fit them yet. I don't know whether to re-fit them now, or wait until I've re-conditioned the wood veneer and varnish. There are just too many decisions to make!!!!

So, Project Caspian is coming together nicely. There's still a lot to do, but I'm beginning to think I'm on the home straight. There's a part of me wants lots of rain for the garden and the Ross River Dam, and another part wants dry, cool weather, conducive to working in the shed.

Next month, you and I will find out what's in store for us.....



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TECHNICAL TIPS



The following article was published in the Jaguar Driver magazine, January 2016, and is reproduced here with kind permission from the author, ALAN HAMES.

Alan is a multiple concours winner in UK, with his 1972 E Type V12, which he has owned from new.

Rumbling and Failed Rear Hub Bearings? Replacement and Repacking at 16,200 miles – Alan has a fix for that

The cause of an unexpected rear hub bearing failure at only 16,200 miles clearly resulted from inadequate packing of the rear hubs with grease, when the car was built by Jaguar. The hub bearings had run dry, due to

only a minimal amount of grease having been put into the hub, (not packed) and was insufficient to properly surround the bearings. The little that was in place had thrown to the outside of the hub, leaving the bearings

to "run dry". This was not a Jaguar "Service Frequencies" item for repacking of the hub until 25,000 miles and should not have been a service requirement for at least a further 9,000 miles!

Following the completion of bearings replacement, (for wire wheels using splined-

Opposite left:
Hub assembly with standard blanking plug in greasing point.

Opposite right:
point cap with grease nipple attached.

Facing page left:
Hub pulling tool JD.7A.



hub "Churchill Tools" Hub Puller No.JD.7A), the means of properly filling the hubs, via the removable anti dust cap was reassessed, as this is not a failsafe system, relying on grease being pushed into a void through a 18mm diameter hole in the hub casting. This, no doubt, accounted for the bearing failure, as there was no way of assessing that the hub was properly filled with grease, at the time of rear hub assembly in 1972 at Jaguar Cars. The Jaguar grease packing system for the hubs, being clearly inadequate to ensure that filling was complete, a new system was devised, with a grease nipple added

to both of the filling point removable caps. These friction grip caps are then only half inserted and whilst turning the road wheels to distribute the grease, more grease is added using a pressure grease gun. Using this system, when the hub is properly filled, the caps and attached grease nipples self-push out from the hubs, indicating that the hub is not pressurised, but is fully packed with grease. The original hub anti-dust caps are then reinserted and the modified caps with the attached grease nipples can be set aside for future greasing operations.

Since I completed this procedure the addition of grease, when servicing the rear hubs, has been minimal and easy to carry out, which I consider is a most recommended improvement. The new hub bearings, which I inserted in 1974, continue to serve me and AVV 1 well, some 40 years later!

As a précised recommendation I would be pleased to provide a complete copy of my procedure, if you wish to contact me by email: alanhames@hotmail.com



Silverstone E Type 50th Anniversary event with AVV 1 in line for the cavalcade around the Grand Prix Circuit in company with 767 E Types Series 1 to 3. This was the greatest ever collection of 'E' Types and made the "Guinness Book of World Records".

Check the club website www.jagnq.com.au for the 3 articles Alan has written about his car – "The Legend of AVV 1" – published in the December 2015, January and February 2016 editions of the Jaguar Driver

Please send in your own tips so we can include them in future editions. Let's try to make this section a regular feature of our magazine:- *Editor*



JAGS FOR SALE



1965 Daimler V8

Looks like a move is imminent and there will be no storage available for my Daimler.

Looks a million dollars from a distance but up close is the evidence of an old school restoration.

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These classifieds are free to advertise and items don't have to be Jaguar related. Ring or email Nigel Miller on 0400 599 637 or millwind@bigpond.net.au to have your items inserted in next month's issue.

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Alternatively Email Phil Pietsch at phil@jagspares.biz

If visiting Melbourne you are welcome to call in at..... 52 Palmerston East Road, Ringwood. Business Hours: Mon to Fri
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Also **JAG Prestige Service**, 7 Eugene Terrace, Ringwood, Melbourne 3134 PH:03 9870 8280 If you are in need of a vehicle inspection before purchase etc please contact Herb or Phil for a quote.

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