



NORTHERN JAGUAR MAGAZINE



*Seems like Austin Powers made an appearance at the 2016 Jaguar National Rally in Caloundra!! The Swinging Sixties strike again.....
See Social Events – Jaguar National Rally.*

APRIL 2016 - EDITION

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PRESIDENT'S Report

Great news members! We have been advised that our All British Day grant application has been successful. The Council will now fund eighty percent of our ABD expenses which is a lot more than previously indicated. We can now go ahead with our various newspaper and advertising promotions.

Apart from the displays from clubs attending in previous years, we have firm commitments for some historic army land rovers and associated display, the Military re-enactors will definitely be there in their red pre 1900 British uniforms as well as a large display. We are still working on a Town Cryer but Kevin has volunteered to do it himself if possible. The QE2 90th, WW1 Centenary and T150 has certainly given us some additional impetus this year.

I urge you to support our premier event so please get those club shirts ordered and keep those photos coming in for our Car Display Signs. From what we have already organised so far we should have a bigger and more colourful event this year.

Heritage Day on May 15th is very close and I am calling on members to come along and enjoy the day. We need about six preferably older classic cars and some members to man our gazebo. Our club heritage with trophies and memorabilia will be on display. We expect to have some prints of our classic cars which we have approached the Photography Club to assist us with. Let us know if any members have large Jaguar related posters we can use to improve our display. We hope to also distribute a pile of our colourful ABD flyers.

I went along to the event last year and it was great. Many of the cars and people who support our ABD were displaying their vehicles there also. The Council Heritage Officer has been very supportive of our attendance and said he will look forward to seeing us there and he also assures me that it will be a bigger and better event for the T150 celebrations.

Joe Pannia
President – JCCNQ Inc.

MANGEMENT COMMITTEE

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CLUB APPOINTMENTS

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Jim Bateman

DATING OFFICER (Club REGO)

Reg Fels

FUND RAISING

Peter Dixon



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EDITOR'S Chit-Chat



Under-cover Jag!



I came across this intriguing sight earlier this month. The car is parked under a house in Garbutt, behind a mesh grill, and something made me walk up to it to get a closer look. Only a small section of the rear end was visible in a tear in the car cover, but I immediately recognised the colour, Warwick Grey, the same as my Mark 10, and the one tail-light is exactly the same, so it's almost certainly a Jaguar – however I had the impression the car was smaller than mine, so I was determined to find out more!

A little detective work put me in touch with the owner, who tells me the car is a 1966 3.8 S Type. It is indeed Warwick Grey, with maroon upholstery and auto transmission. It has been unregistered for over 10 years, and the motor was last run about 2½ years ago. It would be lovely to see this car up and running again!

The Lightweight E-Types

In 1963/64, Jaguar built a lightweight E-Type for racing, featuring an aluminium body and engine block. The Lightweights came in at fully 114kgs lighter than the standard "E", and were originally intended as a limited run of 18, and car numbers were accordingly allocated - however only 12 of the intended 18 were produced, and the last 6 car numbers remained unused - until Jaguar decided to re-create the last 6 cars, to the exact specifications of the originals, to complete the intended run of 18 cars, fully 50 years after the last Lightweight rolled off the production lines in 1964.

The project drew considerable attention, and even some criticism, but was nevertheless regarded as a complete success.

A fascinating TV documentary "The Car that Money can't Buy" was produced which goes into some of the processes and problems in the project. I have a recording of this programme, which was shown on SBS. If any of our members would like to view it, please let me know.



Tool Register



Members will remember that towards the end of 2015 the then Management Committee agreed to the establishment of a JCCNQ Tool Register, whose object is to assist those members who are working on their own cars by facilitating the borrowing/lending/sharing of those kind of tools that you desperately need for a particular job, but that you will hardly ever use again, such as gear pullers, coil spring compressors, dummy shafts etc. At the time I agreed to co-ordinate this programme, but you have heard little about it since then.

During the course of my Mark 10 restoration, on occasion I've been able to borrow a number of tools, and I've also bought many – so I have a fairly large list – too large to publish – of tools that may be available for you to complete that special job, belonging to people who have no problem with lending them out to others in need.

So if you need the loan of that special tool for your project, why not try calling me on 0400 599 637 to see if I can source it for you. This could save you money, and prevent the clutter of unused tools in your shed. But please remember – I can't give any guarantees that I can find a particular tool for you, and when I can, you will be expected to look after the tool as if it were your own!!

By the same token, if you have any such tools that you would be prepared to lend out to others, please give me a call so we can discuss it.

I'm particularly looking for a) an engine crane and b) a sand-blasting cabinet to add to our register of tools – so if you have these (or anything else for that matter), please call me.



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

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

APRIL Friday 29 th – Sunday 1 st	Tablelands Weekend
MAY Wednesday 4 th Sunday 15 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Townsville T150 Heritage Day
JUNE Wednesday 1 st Friday 10 th – Sunday 12 th Saturday 18 th Sunday 19 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Charters Towers Motor Show & Swap Meet ABD Dinner All British Day - Cathedral School, Townsville
JULY Wednesday 6 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Airlie Beach overnight
AUGUST Wednesday 3 rd	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Charters Towers day trip
SEPTEMBER Wednesday 7 th Sunday 25 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Cardwell day trip
OCTOBER Wednesday 5 th Sunday 25 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Local
NOVEMBER Wednesday 2 nd Saturday 26 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. AGM/Christmas Dinner

NOTES:

Sunday Runs: We will be organizing as many “casual” Sunday runs as possible during the year. Please let us know if you have any suggestions as to where we can meet – it would be nice to move around a bit, rather than always meet up in the same place.

Submitting copy to the magazine: Any contributions from members to our magazine are most welcome, but here are some guidelines:

- If you have any ideas for topics for articles/features, but don't want to write the piece yourself, please send an email to. I'll do my best to put something together
- If you come across an interesting article on the internet, send a pdf copy of the article to the [editor](#), and also a link to the address where the article can be found.
- But please remember – there are some potentially complex “copyright” issues involved on the internet, and we can only publish these if we have permission and/or we attach proper attribution.
- If you come across an interesting article in a printed magazine, please scan and send the article to me, with a complete description and contact details of the publisher. This will allow me to request permission to re-publish prior to including the article in our magazine.
- If you have interesting photos of Jags etc, please send them in. Your contribution will be acknowledged in the magazine.



SOCIAL EVENTS



JEZZINE MUSEUM RUN, Townsville 17th April 2016

by Philip Agnew

Following our fellowship at the Odyssey Café with light refreshments and numerous “Heart Starters” of black, white and cappuccino coffee, we took a short walk up the hill to be met at the Museum entrance by our friendly guide, Kevin “The PR Man”, who gave a short welcome introduction and introduced us to some of the members of the Military History Restorers Club before we set off inside – but not before paying a moving tribute to his museum mentor, one of our past members, the late Allan Collins.



The museum is very well arranged in the form of an historical walk starting with Australia's involvement in the Boer war and ending with our involvement in Afghanistan. The interesting aspect to the museum tour was that Kevin was able to embellish the various displays with stories about real people and real events; some of which were very humorous.

In the Boer war section we examined a very rare weapon; the Nordenfelt machine gun captured from the Boers and supplied to them by the German Navy. An interesting piece of history for the residents of Townsville was that Belgian Gardens was originally called the “German Gardens” and was changed when war broke out in South Africa. This section hosted numerous swords and rifles one which had been intricately carved with the names of the campaigns fought by the owner of the rifle.

We then moved to visit the WWI section with its magnificent Roll of Honour to the fallen carved by a young apprentice. Here Kevin pointed out the two purple poppies in amongst the sea of red poppies, representing the animals; the horses, donkeys, dogs, pigeons etc. who played an important rôle in all wars. To give visitors some sense of reality we were



guided through in small groups into the dark dismal trenches of Gallipoli and the Western Front. This was quite confronting but would still never replace the horrors of reality.

The museum curators have done an excellent job with this display. The next exhibit we examined was the “Furphy” water cart and Kevin told us a real Furphy about a woman who interpreted the Arabic script /shorthand on the water cart to read “Drink water not whiskey”.

In the desert campaign which followed Gallipoli water for men and horses were of prime importance. Lachlan Chisholm Wilson later Brigadier General was from the farming district of Ayr and he knew how to find water and he introduced a water “spear” for the troops on patrol throughout the desert. It is interesting to note that the bulk of the infantry in the Kennedy Regiment from North Queensland who went to WWI were from Charter Towers (200 enlisted men including 12 officers).



GMC 6X6 truck used by U.S. forces during WW2.

The next section were the WWII exhibits. These were of great interest to the visitors as many of them had stories to tell about their own parents who were involved throughout the war. Townsville and Charter Towers saw an influx of both Australian and American troops and Air Force personnel to the area. This area also has a very well presented Roll of Honour board and I noticed a number of visitors looking for familiar names of relatives. Kevin also had another humorous story of how the drivers of the large flat top trucks would deliberately tip the MP's out the back. The displays in this area are very absorbing with Japanese swords, artillery guns, uniforms of the day, medals and an entire host of interesting facts about the war. We were then shown a

few places which are restricted to museum staff only. This was the area for cataloguing of the various exhibits which were not on display.]

The next stops were Vietnam, Korea, Timor and Afghanistan. Some of us who were selected for National Service during the late 60's would remember the heady days of the Vietnam war and its political rhetoric. The jungle war environment was what the Australians had trained for in earnest and the North Vietnamese army soon learnt at battles like Long Tan that the Australians were “no pushover”. The weapon displays in this area were very different as Vietnam was a modern war with the extensive use of helicopters and jets to support ground troops. Talking to one of the visitors he still has vivid memories of lugging through the jungle the



heavy SLR rifle which was on display. Four Australians received the Victoria Cross in the Vietnam war; Keith Payne remains the only living recipient.

The section devoted to the Korean War is tucked away in a corner - which is the way it was always depicted by the Australian public; "The Forgotten War". The Australians 3RAR and 2RAR endured significant hardships from the icy cold weather and the exposure let alone the enemy. More time could be spent in understanding the history of this conflict because it still remains unresolved even to this day with now the threat of nuclear confrontation.



The modern wars of Timor and Afghanistan are familiar to us all as these are the conflicts which we have all followed day by day on the TV. We may even know someone here in Townsville who has served over there but it is interesting to compare the difference between the way battles were fought in the Boer War and these modern conflicts in just over one hundred years. This last section highlights the equipment, weapons, uniforms and the sheer volume of technology which is now involved in war.

We ended our tour with a thank you to Kevin for his time and the enlightening "war stories". For those members who were unable to attend I would suggest that you make an effort to visit one of Townsville's iconic museums, the Army Museum of North Queensland.

JAGUAR NATIONAL RALLY, Sunshine Coast, 15th-18th April 2016

by Peter Dixon

I left Townsville on Tuesday 12th April at 5:00am, arriving in Rockhampton at 2:30pm. Booked in to a motel for the night – it's always good to have a good rest & refresh. Wed morning, breakfast at MacDonalds, and left at 6:00am – had a few rest stops for fuel etc, and arrived at Caloundra at 3:00pm. Unfortunately on the trip down, same old problem – roadworks all the way down to Sunshine Coast, with constantly changing speed restrictions & flagmen. No sooner did you get into cruise control, and then it was back to 80kph then 60kph, which spoilt what is normally a very nice drive.

Had a rest day Friday, as it was Registration Day at the "Oak Oasis Hotel" in Caloundra, then back to where I was staying to give the car a good clean and polish ready for the car show on Saturday. Then had to leave "Wurtulla" where I was staying, at 8:30am as I had to be at "Apex Park" by 9:00am. There were marshals all along the route directing people to the Park. When I finally drove around the final bend and arrived at "Apex Park" – what a wonderful sight! There were at least 150 Jaguar cars of all ages and models, all highly polished and shining in the morning sun. A marshal directed me to my parking space, then I had a walk around, looking at all the wonderful Jaguars on display, and taking photos for our magazine. Then Lo and Behold!! – I bumped into Ian and Rita Belford, formerly of Charters Towers. Rita took a photo of Ian and me next to their nice blue S-Type, and sent it off to Reg.



Ian and Rita's S-Type



A very rare Daimler XJC



A sparkling clean XJS engine bay

I continued on my walk around, when a voice behind me said "Excuse me Sir, but you are with the JCCNQ in Townsville I believe". And looking at his name badge I thought "I know that name, and I seem to remember seeing it on our trophy for Member of the Year. His name

was PETER CARLSON and he asked to be remembered to "Reg and all the other members who knew him from the old days". (Peter Carlson was the first winner of our Car of the Year trophy in 1992/3, and also in 1997: - Ed.)

Sunday 17th was Track Day at Lakeside Raceway for all the rev-heads, which I did not attend. Then on the Monday there was a farewell brunch at the "Caloundra Power Boat Club" after which all parties headed off for some sight-seeing, or bid farewell to the beautiful Sunshine Coast, as they began their journeys home.

I can truly say that over the four days of the rally, it was a magnificent weekend, with some photos and memories that will last forever. (Peter, we're all glad you returned back home safely, despite your minor "fender-bender": - Ed.)

ANZAC DAY, Townsville, 25th April 2016

After last year's parade, the club offered our Jags to assist wherever possible in ferrying our older vets to and from the various morning ceremonies held at Thuringowa and Townsville. Despite contacting several people within the Council hierarchy, who gave carrying degrees of encouragement, our services were eventually not required this year. It appears that they would prefer open military vehicles for the march and they have sufficient vehicles to ferry people to the various RSL clubs afterwards.

UPCOMING EVENTS

Friday 29th April – Sunday 1st May 2016

TABLELANDS WEEKEND

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!!! A full itinerary will have been distributed by email before this magazine is published, but here are some of the interesting bits:

- Some Townsville members will leave on Friday afternoon, while others will be leaving early on Saturday morning. For those leaving on Friday and who wish to travel "in convoy", we will meet at the Mobil garage Yabulu at 11:am, departing at 11:30am. If that's not convenient, or for those who wish to travel on Saturday, you can make your own way up to Atherton.
- Accommodation for both Friday and Saturday will be at the Big 4 in Atherton, who have agreed to give us a 10% discount on their advertised rates. Please contact them direct to make your booking. Their number is 4091 1407 – and don't forget to tell them you're with JCCNQ or you won't get your discount!!
- On Saturday we'll all meet up at the Atherton Hotel for lunch at noon, from where we'll drive to Herberton Historic Village. Entry to the village is normally \$27 per person (\$25 concession), but if we can muster up 15 or more members to attend they will lower the admission price.
- Dinner will be at the International Club, 60 Kennedy Highway, Atherton, where our table is booked from 6:pm.
- On Sunday morning after breakfast, we'll drive to Milla Milla to view the Falls, and after coffee, head on back to ~~Brown's~~ Townsville, breaking our journey at Mena Creek, opposite the entrance to Paronella Park, for lunch.

This weekend is shaping up to be a memorable one – and thanks to Wendy Anderson for making most of the arrangement!! Please let any member of the Management Committee know if you intend to join us. The more the merrier – and the bigger the discounts.....

Sunday 15th May

TOWNSVILLE T150 HERITAGE DAY

Townsville Council have confirmed our club's participation in this year's Heritage Day event at West End Park. All Jaguars will be welcome, but with an understandable emphasis on our older models – however we need to confirm car numbers before the day, so please let Joe, Nigel of Phil know if you want to take part. We'll have our gazebo at the park – maybe we can attract some new members? Anyway, even if you don't bring your Jag along, it'll be a great day with lots on offer, so please come along – it's free!!!

Further details will be circulated to all members.



CLUB MERCHANDISE FOR SALE



These lovely coffee/tea mugs proudly display our Club logo, with a panoramic shot of a number of our well-known club vehicles. The mugs are available for only \$10 each, so treat yourself or someone close –by calling Nigel on 0400 599 637



N.B. – Nigel will bring some mugs, and other club merchandise, to our next members meeting on Wednesday 3rd May. Bring your wallets!!

Commented [N1]:



ZF6HP26 Auto Transmission



The following article was submitted by Jim Bateman, and was sourced from <http://www.furitech.com.au>.
Furitech Automotive is an online Information database for the Automatic Transmission Industry.

This transmission is fitted to the following Jags:

2002 – 2005 XK8/XKR

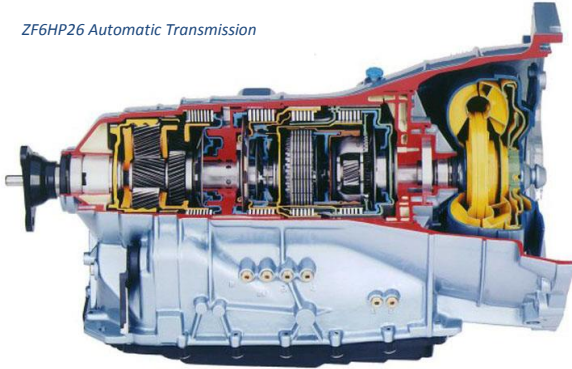
2002 – 2009 XJ(X350)

2003 – 2008 S-Type

2006 – present XK/XKR

2009 – present XF

ZF6HP26 Automatic Transmission



Released by ZF in 2000, the 6HP26 transmission was the first 6 speed automatic to be used in production passenger cars. Normally reserved for high end luxury and sports cars, it was in 2005 when Ford Australia released the transmission into their Falcon and Territory range of vehicles. With manufactures now looking to add more speed to their transmissions, Kia & Hyundai are now using this transmission in the Kia Mohave & Hyundai Genesis V8.

Transmission Codes

6HP26 – Rear Wheel Drive

6HP26A – All Wheel Drive

Common Problems

This is a very well designed & built transmission, and reliability is very good. However, there are many external issues which cause damage to the internals of these transmissions, which can be avoided.

Known Problems With Fords

Both Ford Falcons & Territory's suffer from water entering through the heat exchanger, which is known as the dreaded "Transmission Milk Shake". This will require a full rebuild as the water raises the boiling point and melts the adhesive holding the friction material to the clutch plates. It also lowers the Hydraulic Efficiency causing clutch slippage which leads to burnt out clutch packs.

Known Problems With BMW

As these are known to be a sealed transmission, it is highly recommended to have these serviced. BMW's have had these since 2000, which means the transmission would have done many kms on the same oil - oil does go off. Add many years of wear and tear floating through the oil, it all comes together to start causing issues with shifting etc. Getting in early with a service will help prolong the transmission so you're not hit with a large rebuild cost.

Service Information

The 6HP26 requires a special oil from ZF. There are some oil manufactures that claim their fluid will work, however unless it's documented that it will work, it's recommended to use ZF oil. Now vehicle manufactures claim that the transmission is a "fill for life" or "Sealed Gearbox" however with research we have done we have found that ZF claim the Lifeguard 6 fluid is rated to 62,000 miles. See below details:

"ZF Lifeguard Fluid, a high-performance lubricant specially engineered by ZF, gives customers a perfectly matched product. The transmission fluid reduces material wear, vibrations and noise for smoother shifting, extended maintenance intervals (100,000 km/62,000 miles), and maximum fuel savings."

Transmission Rebuilders recommend servicing these transmissions every 60,000kms or 36 Months whichever accrues first. It is also recommended on models with a one-piece plastic sump to be converted to the more

common steel sump with removable filter. The conversion cost about \$70AUD more, but then you will be saving \$70 every service after that as you only need a filter and gasket rather than a complete sump.

Recommended Oil by Transmission Manufacturer

ZF-LifeGuard Fluid 6: 1 Litre (Part No: S671 090 255)
20 Litre (Part No: S671 090 253)
205 Litre (Part No: S671 090 252)

Recommended by Oil Manufacturers (Please check each oil company's website before use)

- Fuchs – 4134 Fluid
- Liqui Moly – TOP TEC ATF 1800 Fluid
- Nulon – SYNATF Fluid
- Gulf Western – SYNTRANS Fluid
- Phoenix Lubricants – PX TRANSMATIC-LV Fluid

Oil Capacity

Dry Fill Capacity – 9.4 Litres (Not including Cooling System)

Service Fill Capacity – 4.5 Litres (Give or take 1/2 Litre)

Cooling System Capacity 0.5 – 1.5 Litre (Depending on Setup)

Fluids which cause Damage

Penrite ATF SYN Automatic Transmission fluid was recommended for this transmission - however in December 2010 Penrite released a statement to all customers stating that ATF SYN would no longer cover this transmission. Some workshops who continued to use the oil have reported it caused clutch squawk on shifting. (Download a PDF Version of Penrite's Statement Here [PENRITE ATF DEVELOPMENTS](#))



More on British Racing Green



British Racing Green and the Colour of Ray Ryan's Jaguar XJ40

by Joe Pannia

Ray's 1994 XJ40 Sovereign Metallic BRG



This story follows on from the mystery of Ray Ryan's Metallic BRG XJ40 on the March issue cover.

British racing green, or BRG, takes its name from the green motor racing colour of the United Kingdom. Although there is still some debate as to an exact hue for BRG, currently the term is used to denote a spectrum of deep, rich greens. When Britain first competed in international motor racing in 1902, they had to choose a different colour from the national flag colours of red, white and blue, because those had been already taken by America, Germany and France. When Selwyn Edge won the 1902 Gordon Bennett Cup race for England in his Napier it was decided that the 1903 race would be held in Ireland, at that time a part of the United Kingdom, as motor racing at the time was illegal in Great Britain. As a mark of respect for their Irish hosts the English Napier cars were painted shamrock green. Thus the beginning of the famous green.

Many of the earliest greens used on British racing cars were of a lighter olive, moss or emerald green. Later, darker shades became more common, though there was a return to lighter greens by the 1950s. In the 1920s Bentley cars were hugely successful at Le Mans, all sporting a mid- to dark-green. The first recorded use of the darkest green shades was on the Bugatti of Briton William Grover-Williams driving in the first Monaco Grand Prix in 1929. This colour has become known as British Racing Green.

1955 Jaguar XKD Dark BRG



In the 1950s and 1960s British teams such as Aston Martin, Cooper and Lotus were successful in Formula One, all in different shades of green. The Australian-owned but British-based Brabham team also used a shade of BRG with a gold stripe, sporting colours of Australia. Under pressure from a number of teams, in 1970 the FIA formally gave Formula One an exemption from the

national colours ruling and the previously common green colour soon disappeared, being replaced by various sponsor colours.

The history of the famous greens was revived in 2000 by Jaguar Racing in Formula One, but after this team was sold to Red Bull by Ford in 2004 the team used their own colours. Other traditionally British manufacturers have since followed suit reviving the green. Bentley cars were painted in a very dark shade of BRG, Aston Martin light BRG and Rocketsports Racing also used green for its Jaguar XK in the American Le Mans Series and others.

In 2010 Lotus returned to Formula One in dark green with yellow and chose BRG with the aim of "striking an emotional chord with young and old alike and evoking memories of some of motor racing most iconic moments". With the many successes of British racing teams through the years, British Racing Green became a popular paint choice for British sports and luxury cars.



2002 XK8 Metallic BRG

Originally a solid colour, British Racing Green is increasingly a metallic paint due to the limited range of solids offered by today's manufacturers. From a mathematical perspective the luminosity function proves that green light contributes the most to the intensity perceived by humans, and blue light the

least, but because the lightness correlate is calculated using the cube root of the relative luminance, it is almost impossible to discern the blue from the green or vice versa in these metallic paints.

So has Ray's car been correctly painted as he requested in BRG metallic? Definitely within the realms of possibility is about all I would venture to say.

Here are some examples of cars painted BRG.

Aston Martin Metallic Light BRG



Jaguar XE Metallic BRG



George and the Dragon

A vagabond, tired and hungry, was trudging along a country road in England when he came upon a roadside inn called "George and the Dragon."

He knocked on the door.

The innkeeper's wife stuck her head out of a window.

"Could ye spare some food please?" he asked.

The woman looked at his wretched condition and said, "No!" - rather sternly.

"Might I have a pint of ale then, please?"

"No!" she snapped again.

"Might I just sleep in your stable please?"

"No!" She was fairly shouting.

He tried again: "Might I please...?"

"What now?" the woman screamed.

"Might I have a word with George?"



MEMBERS STORY: "The Beast" — Issue 4

by Philip Agnew



The "Beast" has now taken pride of place in the shed and "Beauty" has been relegated to the car port or the "departure lounge" as we like to call it.

Certain passengers in the household will no longer travel in a vehicle without air conditioning. The older we get the softer we get. Air conditioning (AC) which came standard in the XJ6 series 3 was built for the North American and European market. Cars imported to Australia such as the "Beast" are very difficult to efficiently cool in our extreme summer heat. Almost twelve months ago I decided to pull the radiator out, have it cleaned, tested and refitted. Now that sounds simple. However, twelve months later the radiator has still not been fitted because as sections were removed the poor condition of other components including the AC were revealed.

According to Dr Ken our local AC physician the AC system relies heavily on an efficient thermostatic fan and radiator system. Thus began the replacement of all belts, hoses and the thermostatic fan. The AC compressor was completely rebuilt and it may be of interest to note that this is the same compressor used in some GM vehicles and is probably half the cost. The tricky part has been the fitting of the new AC condenser.



As one can see the new condenser is quite different with almost twice the number of cooling fins to provide maximum heat transfer. The condenser is mounted directly in front of the radiator so that it receives the full flow of RAM air which is the air flow induced by the forward motion of the car and the suction of the cooling fan. If this is the case someone may be able to explain to me how the AC works for those parents who sit stationary in their SUV's with the AC going flat out while waiting for their "little darlings". Surely you need forward motion otherwise you may seriously overheat the vehicle. May I suggest that when driving a Jag it may be wise to turn the motor off when stationary and wind the windows down.

Other components which have to be replaced are the Thermostatic Expansion valve or TX valve, the evaporator and a number of hoses.

All up cost just for the AC system is \$1,700 – 2,000.

Attachment brackets at the base of the condenser require customisation but hopefully it will all fit in between the radiator and the engine oil condenser. The new improved "Beast" is gradually taking shape but you will have to wait until next month to hear more.

MEMBERS STORY Mark 10 Recovery- Part 10

by Nigel Miller

Battling on with my 1965 4.2 Mark 10 (Caspian)

Friday, 1st April 2016

So, today is All Fools Day – so what better day then to take Prince Caspian, my long-suffering Mark 10, into town for a Roadworthy. Many people thought I was a fool to take on this project in May 2015 – were you one of them? I have to say there have been times along the way when I've had cause to question my sanity!

Did he pass or fail?? Read on.....



The rebuild so far

As mentioned last month, the rear suspension was finally married to the body, and the brakes bled, so the car could at last be driven out of the shed and into the sunlight, and the resulting space in the shed could be tidied, swept, scraped and generally given some long-overdue attention.

The outstanding items for the RWC are:

- Fit the bonnet and headlight surrounds
- Refit the back section of the exhaust
- Set wheel alignment and related geometry



The bonnet is very heavy and difficult to manhandle, so I enlisted Philip Agnew and my son Callum to assist. The trick when removing a bonnet from any car is to mark exactly where the hinge flanges meet with the body and the bonnet, to ensure the bonnet will fit properly into place, and the catches will engage and disengage without fouling. The last thing you want is to close the bonnet, and find it impossible to open..... Unfortunately in the enthusiastic cleaning process after dismantling (and also because I had removed the hinges to have them powder-coated), I had removed all of the markings I had so carefully made, so I had to proceed with great care. *Are you beginning to guess what might have happened?*

Anyway, we finally got the bonnet bolted to the hinges, and after swinging the bonnet up and down several times, all looked lined up – but still I didn't actually close the catches; I was running out of courage. So Phil and I shared a couple of home-brews and put the job off to another day.

The following day I thought I'd quickly fit the re-chromed headlight surrounds and get on with prepping the car – but it took me all day to fit just 4 pieces of chrome. They must have been slightly distorted during the re-chroming process, and getting them to fit without drilling extra holes for the mounting screws required the [Patience of Job](#), but I managed it in the end. I even closed the bonnet on its catches, and pulled the release lever – YES!!! The bonnet popped up, albeit reluctantly – so I'm on a roll.

I was nearly there. The exhaust welding and wheel alignment could not be done at home, so off I went into town to co-ordinate these jobs, and to book the RWC.

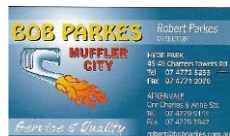


Thursday 31st March was a big day for me, and I started early. I just wanted to go over the car again to make sure all the lights worked etc. But the first job was to take my long-suffering wife Lee for a short drive, so I ushered her into the car, closed the back door for her, and climbed in. Caspian roared into life (remember half the exhaust was still unattached!!) and off we went, unlatched bonnet bouncing, into the back yard and round our mahogany tree 3 times, then into a shaded carport – no more than a couple of hundred meters, but boy-oh-boy it felt good! And Lee was smiling too..... (Neighbours' suspicions confirmed – he must be bonkers!!)

So I started checking out the car – all the lights/indicators work, one seat belt mounting was loose so removed it and re-fitted – OK. Wipers – switched them on, then realized I hadn't re-fitted the arms after the windscreen was re-installed – now fixed. Press the horn ring – oh **better** – completely dead!! I had removed the twin horns at some stage when replacing the radiator, but I couldn't actually remember if I had ever heard them working. It was getting a bit late – around 3:30pm by now, and car electrics is not my favourite. Removed one horn and tested it on the bench with a spare 12v battery – nearly jumped out of my skin, but at least it works, so the problem must be a connection. A long piece of wire with crocodile clips acting as a complementary earth h solved the problem, so I cleaned the earth connections, and just to be safe, I also installed a redundant earth cable just in case. Problem solved!

So now I'm feeling good, a potential problem solved, everything is going well. Time to check the bonnet again. Closed the bon net and pulled the release lever – NOTHING!~!! It's now after 5 o'clock!

To cut a long story short, a couple of hours and several bruised knuckles later, the bonnet finally popped up again – but I vowed NEVER to close it again!!!



Friday morning was beautiful and sunny, and Jay from Tidy Towing was on time at 7:30, so off to Bob Parkes Muffler City who did an amazingly quick job on the exhaust, then off to the Townsville Brake & Wheel Alignment Centre in Pilkington Street for the front wheel alignment. Next stop about 200 metres along Pilkington Street to Warren at Olde Ride Restorations for the dreaded RWC. I left the car there and joined my son Callum for a coffee on the Strand. Nervous? Who, me? I was quite resigned to getting a list of jobs to be done before a RWC could be issued, and sure enough, a couple of hours later, Warren called me..... **IT'S A PASS!!!! Yippee!!!**



Getting the Roadworthy may well be the end of this current series on Prince Caspian's rebuild, but it's certainly not the end of the various projects to be undertaken, such as carpeting, refurbish the woodwork, tidy up the boot and engine bay, paintwork etc. etc..... But for now I want to enjoy driving my car.

See you out and about, fellow Jag Lovers of North Queensland.

The list of members who have had a big input into my adventure with Prince Caspian is long, but I must mention:
Reg – who got me started
Phil – an always willing 3rd hand

Russell (Botha) – technical advice and encouragement
Alan (Lincoln) – assistance with IRS settings

Thank you!



JAGS FOR SALE



X-Type 2.5 AWD – \$8,800



I have a 2003 model x-type 2.5 AWD JAGUAR BRITISH GREEN with about 155,000K that I wish to sell. It has been mostly garaged and driven mainly on weekends and has VIC plates, and is currently in Townsville. I am asking \$8,800.

Please contact me, PAUL, on pauly62@bigpond.com

Or mob: 0408 174 502



1979 XJ6 Series 3 - \$7,000



The Beast has pushed my lovely maroon XJ6 "Beauty" out of the nest ([read all about it here](#)), so she's looking for a new home. She's a long-term club member, and easily recognized. Very reliable, and a pleasure to drive.

Currently on club rego, the car will come with a current RWC, and will include the personalized plate JAG 679.

Contact me, PHILIP AGNEW, on resval@inet.net.au for more information, and to arrange for a test drive.

1966 3.8 S (Classic S Type) – offers?

I've owned my lovely Warwick Grey S Type for many years, and have many happy family memories of our times together, but it may be time to move on. I am the 3rd owner, and the car has been unregistered since 2005, but was last run about 2½ years ago.



The red leather upholstery and the woodwork are in good condition, but it needs at least a full body rubber kit, tyres, battery, and a carburetor recondition (it has twin 2" SU's). The bodywork and paintwork are good, but there is some rust spotting on the chromework. The car deserves a sensitive hand to restore it to the condition it deserves.



Please contact me, WARWICK COYLE, on 0409 961 441 for more information.

CLASSIFIEDS - FOR SALE

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.



I have a couple of unopened 450g tubes of [KOMATSU Lithium EP grease](#) which are surplus to my requirements. They will fit into a standard grease gun, and are suitable for most applications. I don't want any money for them, but if you want one, please make a small (\$5?) donation to our club funds. Contact: Nigel Miller, 0400 599 637 or millwind@bigpond.net.au.

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He will process your order under this account, you will be required to pay by credit card. If Phil is not available, place your order and ask for the order to be referred to Phil.

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 8:30am - 5:30pm Sat 9:00am - 2:00pm



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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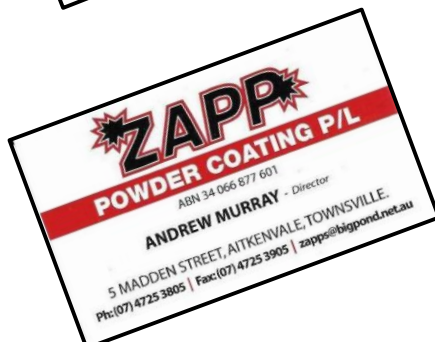


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