



Northern Jaguar

October 2016 Edition



*Jim Lewis' XK140C is guaranteed to attract attention wherever it goes!
Thanks Jim, for rising from your sick bed to join us at Mingela.
Glad to hear you're on the mend.*





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PRESIDENT'S Report



It is hard to believe this is the ninth report for the year and then just the final annual report for the AGM until the year is over. I have just sent out the Nomination Forms for the Annual General Meeting to be held prior to our Christmas function on 26th November.

We had slightly fewer members than usual at our October meeting but all went well. The venue still had a couple of teething problems with a smoke alarm beeping at us and no licence for the bar yet, but all will be back to normal next time. We elected Jim as interim secretary until the AGM, and thank you Jim for rising to the occasion, and thanks to Phil for doing the job to date.

I will send out details of our out of town Christmas function to be held at Hinchinbrook Marine Cove, Lucinda before our next meeting. Sue Keating has kindly helped organise the party and there is still a bit more to do to ensure we have a good event there. Mind you it is an absolutely beautiful setting right at entrance to the Hinchinbrook Channel, and being in my home town, I could not be happier with the choice of location suggested by members a couple of months ago.

Everyone seemed to enjoy the brisk Sunday run to Mingela earlier this month where we caught up with several members of the Towers Restorers club as planned. Thanks to Ray for organising this run. The roast meal for \$5 was excellent, and for a while there was a great party atmosphere with several of the usual motorbike riders there. It was great to see Jim Lewis's colourful XK140C.

This Sunday's All British Day Reviver at the Giru International Hotel should be well attended by the participating clubs and sponsors and I am looking forward to a great event. We planned this run to help promote next year's ABD and to show our appreciation for the support we get every year. There are three of us calling members and supporters to spread the word. I called Pricy at 4TOFM this morning to try to get more coverage of the event. Hope the weather stays fine this time!

Joe Pannia

President – JCCNQ Inc.

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SOCIAL SECRETARY: Vacant

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MERCHANDISE

Jim Bateman

FUND RAISING

Peter Dixon



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EDITOR'S Chit-Chat



New Member



After months of talking to Joe and me, Peter Enright finally bit the bullet, bought not one, but two Jags, and promptly joined our little club. Peter has some interesting stories to tell about his cars (already!). I don't want to "steal his thunder" by revealing all – who knows? He may be persuaded to write about it himself (hint, hint....) – but it may have something to do with buying an XJS, sight unseen, in Perth, flying over to collect the car to drive the nearly 3,500kms back to New South Wales, and getting no further than around 250kms before resorting to a low-

loader. Enthusiasm undiminished, Peter then bought a Series 3 XJ6 to drive back home to Cairns – and only had to call out RACQ once on the way back!!

Welcome to the JCCNQ Peter – we hope to see you soon at one of our club outings.

Cars in the club at October 2016

Mark V	2
XK120/140/150	2
Mark VII/VIII/IX	1
Mark 2/Daimler 2.5	9
E Type	2
Mark 10/420G	1
S Type (classic)	2
XJ6/12 S2	9
XJ6/12/Sovereign S3	14
XJ40/Sovereign	4
S-Type X200/2/3/4	2
XJ6 X300	3
X308	2
XJ6 X350	1
XJ8 X350	2
XJR	1
XJS	10
XK8/XKR	3
X-Type X400	2
XF	1
XE	1
	74

Cars in the Club

We currently have 74 cars in the club – slightly down on March this year when we had 77 cars. This listing of cars only represents the cars that we know about. (I know of at least 1 car owned by a member, but not listed.)

Cover Page

Most of our members will recognize Jim Lewis' XK140 on the front cover, and anyone who knows anything about photography will realise that I am nothing more than a "Sunday snapper". I just point and shoot, hoping everything will be dazzlingly perfect, but of course, it never is.

I'm sure any number of you out there can do better than me, so please feel free to send in your shots to regale our monthly epistle.

AGM – 26th November

You will all have received an email from our President Joe about the election of office bearers for the forthcoming year. Traditionally, those people holding the offices of President, Secretary, Treasurer, Editor and Social Secretary have formed our 5-member Management Committee, but unfortunately in this past year we have had

difficulty filling even those positions.

There are however a number of other functions of the club that need attention, and I would urge all those who feel able to help administer the club, to put your hands up. Examples of these other jobs are:

Membership Secretary

Merchandise

Website co-ordinator

Fund-raising

Tool Registrar

None of these jobs is particularly onerous, but would help take some of the pressure off the members of the Management Committee.

If any of the above positions are not filled at the AGM, our Constitution allows the Management Committee to appoint suitable candidates, without necessarily holding a formal election.

See you at the AGM.....

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

OCTOBER Sunday 30 th	All British Day Reviver - Giru
NOVEMBER Wednesday 2 nd Saturday 26 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. AGM/Christmas Dinner - Lucinda

CALENDAR OF EVENTS 2017

JANUARY Thursday 26 th	<u>Australia Day</u> - TBA
FEBRUARY Wednesday 1 st Sunday 26 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. <u>Balgol Beach</u> – Barbecue
MARCH Wednesday 1 st Sunday 26 th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. <u>Burdekin</u> Day Trip

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 me. 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.

Help me to fill this Magazine!

If you have any interesting comment, photo, 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



SOCIAL EVENTS



Mingela Lunch run, 9th October

by Nigel Miller



We arrived at Café Bambini punctually, at 9:30am – by which time I was gasping for a coffee! My daughter Jamey, visiting from Brisbane, drove the Mark 10 while Lee and I wallowed in air-conditioned comfort in the XJS. Pretty soon we had a fair crowd at our “usual” table at Café Bambini – not quite up to the numbers we achieved for Cardwell last month, but not far off it. Shortly after 10:am we de-camped from the shopping centre car park to re-group in front of the Stuart Hotel, and what an impressive sight it was 9 beautiful Jags lined up, raring to set off!



Ray, our convoy leader, and his XJ40
Bob's S-Type
Glen & Karen's XJS
Joe & Chris in their X350, with guest
Sue & Steve, X350
Peter and Garry, in Peter's X300 Heritage
Unnamed XJS Coupe with its keepers, Nigel & Lee
Prince Caspian (Mark 10) with courtiers Jamey and Ainsley
Joe & Isobel in his XK8, sans Diego the Dachshund.

We managed to miss Jim at the Stuart Hotel – he had set off to chase us down, little realizing we were running late! Of course I'm sure you kept to the speed limit Jim.....



After a pleasant 90km spin, we arrived at Mingela where we joined Jim Lewis' XK140 (he managed to find the only shade around), so when Jim finally joined up with us in his X350, we had 11 Jags almost in a row – a really impressive turnout, and yet again. No fears about being outshone by the Charters Towers Restorers Club, who did bring along some fine examples of their work, including this lovely Vauxhaul Velox ute, which has promised to make an appearance at next year's All British Day in Townsville.

The mood in the pub was festive as it was filled to overflowing with car enthusiasts and bikers, all enthusiastically dusting down their throats while waiting for the buffet lunch, while the noise levels started to rise. The lunch itself had been advertised at \$5 a head, and I'm sure a few of us were not expecting too much for that, but in the



end we were very pleasantly surprised – several meat dishes, curry, roast beef, chicken, pork etc, with mountains of various vegetables, potatoes, you name it. I honestly don't know how they managed to put on such a spread for that price.....

Our youngest guest, my granddaughter Ainsley became a little confused when she called out to me “Grumpy!.....” and 3 heads swivelled around by pure instinct. It turns out we have at least 3 Grumpy Old Men in the club, Jim, “Rhino” Ray and me. A lot for a nearly-5-year-old to take in!

By 1:30 lunch was now over, and conversations started up again, only to be interrupted by the mighty roar of the bikers as they resumed their pounding of the tarmac for their Sunday spin, and soon the floors started to clear. By 2:pm we were pulling out of the Mingela turnoff onto the main road, and were back home at a very civilised 3:30. A very pleasant day out, a lovely drive, lots of interesting cars, good conversation and a beer with friends, and back home mid-afternoon. Life is good.....



UPCOMING EVENTS



Sunday 30th October **Giru – All British Day Reviver**

Our club has invited all participating clubs and supporters of **All British Day** to lunch and drinks at the Giru International Hotel on Sunday 30th October. The pub can provide a barbeque lunch with rib fillet steak and salad sandwiches for \$5 and free sausages for kids.

It should be a pleasant casual day where we can relax and have an opportunity to take our Jags out for a nice run, with the added bonus of getting to see plenty of other classic and interesting cars, and get a good, nourishing and inexpensive meal!

Joe is organising this trip, so let's give him our support. Hope to see you there.

Saturday 26th November **Lucinda - AGM and Christmas Party**

Our Christmas Party and Annual General Meeting will be held at Hinchinbrook Marine Cove Resort, Lucinda north of Ingham, on Saturday 26th November 2016. I would like to thank Sue Keating for organising this event. Sue will be decorating the function room and has also organised a lucky member door prize. Please reply to this message if you are coming. We will be calling to confirm numbers after the November meeting.

We have 10 rooms and a bungalow reserved for our club. Please book your own rooms by calling Linda on 4777 8395. The rooms are \$135 and the 4 person bungalows are \$150. There are lots available now but it is recommended that you book as soon as you can. The Resort does provide a full room service breakfast only so please order breakfast when you book, they don't provide breakfast in the function room.

The buffet dinner is \$30 and the club will provide a \$20 subsidy for the dinner. The full breakfast is \$18.50. The function is BYO so can I please suggest that members who had Car Display Signs done bring along a good bottle of whatever, if you wish, for the enjoyment of all members, as a donation to the club as agreed.

Joe



Smiths Clocks

Those of you who are familiar with the older Jags will be aware that nowadays there are very few of the original Smiths clocks still functioning. I know that I have this problem with the tach-mounted clock in my Mark 10, so I've been surfing the internet trying to find a solution to this irritating problem that will not require me to mortgage the house!

After talking to some of my Jaguar correspondents in England, I was directed to an American company whose website is really informative, and who offer an apparently workable and reasonably-priced solution. I have decided to send my clock over to them for conversion to "solid state", and I'm excited about the prospect of one day having a working timepiece in the car! When I've fitted the clock, I'll report on the results.

Mike Eck, the proprietor of www.jaguarclock.com, has not changed his prices in the 14 years since he first set up his website, so is not in a position to extend any discount to our club – however he can offer us a discount on the postage for more than one clock. We will pay the postage for the first clock, and any others in the package will ship for free. Mike tells me that many of the major instrument restoration shops in America send their customers' Smiths clocks to him for upgrading, since they know he can do a better job of it than they can. Customers on every continent around the world seem to agree, and fully 10% of his business comes from Australia.

Here's a little more of what Mike has to say:

THE EARLY TACH-MOUNTED CLOCK

The tach-mounted Smiths clock has been used on Jaguars from the mid 30's to the mid 60's. The electrical contact is the weak link in these clocks, so they never seem to run long enough for anything else to wear out. Actually, it's not surprising that the contacts fail, when you consider what they are required to do. Normally, the current for the coil passes directly through the contacts, which close and open five times per second. Each of these cycles causes a spark, which is easily visible. At the rate of 5 per second, this spark occurs 18,000 times per hour, 432,000 times a day, and 157,680,000 times per year! It's no wonder they fail so quickly.



We use a custom printed circuit board that uses surface mount techniques to shrink the circuit down to the size where it will fit inside the clock. None of the original clock parts are removed, so the installation is totally reversible, in case you ever want a non-functional clock again!

The design of my upgrade has changed in the 14 years since I first put up my website – my latest design will work with either battery polarity, so if you decide to convert your car in the future there will be one fewer thing to worry about. Also, I now use a crystal-controlled microprocessor to drive the original clock mechanism. The program in the microprocessor accurately keeps track of the timing of the ticks and can actually speed up or slow down the clock as needed. In that way the processor influences the original clock mechanism to keep accurate time, since the clock has now become crystal-controlled.

I use a state-of-the-art electronic calibrator to adjust your clock. The calibrator is a microcontroller-based device which counts the number of ten-millionths of a second in a single tick. To fine-tune the adjustment, the calibrator also keeps a running total of 10, 100, 1000, 10,000 and 100,000 ticks. This provides an average over time, integrating variations in individual ticks, which allows us to adjust it so it will perform accurately when installed in your car. However, since the clock still uses a balance-wheel, it will never be as accurate as a crystal controlled digital wristwatch. But if we wanted modern technology we wouldn't be driving classic cars!

THE LATER SERIES 2 INSTRUMENT PANEL CLOCK

The 2 1/2" instrument panel clock was an improved design over the early clock. It had no electrical contacts to wear out, and the gears were made from long-wearing plastic. Unfortunately, the electrical circuit inside the clock was prone to burn out, and the earlier versions required a separate mercury cell which was mounted on the back of the clock. The balance wheel on these clocks is a fragile, spidery assembly which is constructed mostly from fine electrical wire and glue. It is suspended between two powerful magnets which are themselves simply glued in

place. Sometimes this glue lets go and the magnets smash together, destroying the balance wheel. Other times the balance wheel simply falls apart by itself. These clocks were never intended to be repaired, so they are crimped, swaged and riveted together. If something goes wrong with the mechanism there's nothing that can be done to repair it, and it needs to be replaced with a new movement. When we repair these clocks we install a new crystal-controlled timing mechanism which fits inside the original case and uses the original face, hands and time adjustment stem. It can either be powered from the vehicle's 12 Volt battery or use a standard AA cell, depending on your preference. Your upgraded clock looks and functions exactly as it originally did, except it keeps better time!



You can also access information on this clock fix, and other Jaguar solutions on www.coolcatcorp.com

If you're thinking of getting your Smiths clock upgraded, contact me so I can put you in touch with anyone else considering the same thing, so you can save on postage. Ed



A Word of Warning

Alan Hames



The following article was published in the Jaguar Driver magazine, September 2016, and is reproduced here with kind permission from the author, ALAN HAMES, C.Eng., MICE, MCIHT
Alan is a multiple concours winner in UK, with his 1972 E Type V12, which he has owned from new.

Stromberg carbured V12's Hazardous Petrol Leaks in Engine Compartment

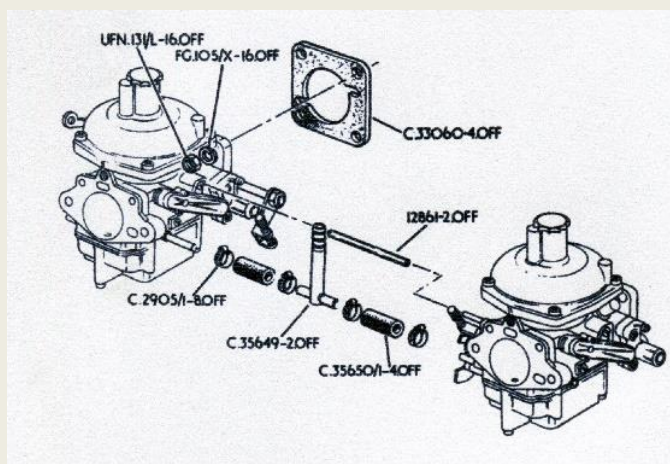
Those of us who are lucky enough to own a V12 "E" Type will now have a car that is at least 40 years old and even a well maintained "E" Type will have many parts that are likely to be "well past their sell by date"!!

In my case, having owned and maintained AVV 1 from new for 44 years, I always thought that any dubious items were being picked up well before there was any possibility of a problem, particularly ones that could have disastrous results.

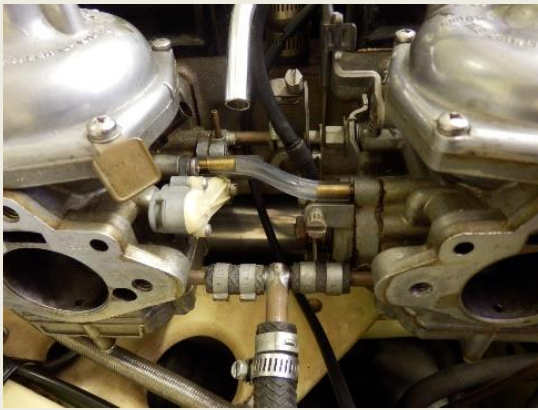
How easy it is to be proved wrong! Earlier this week, when taking my car from cold out of the garage with choke engaged, I ran the engine for a minute or so and all seemed well, until my friend who was alongside pointed out that there was a puddle of coolant (?) under the nearside engine bay undertray. However closer inspection and the standard "smell test", quickly confirmed that this was a petrol leakage and in an area in close proximity to the exhaust manifold that was by then quite warm and certainly worrying!

Further and speedy investigation, found that clearly the problem was arising in the above area of the twin Stromberg carburetors, however the failure point was not immediately obvious with so many pipes and linkages obstructing any clear view.

As those of us who are mechanically minded and have a basic knowledge of the carburetor operating system, we will be aware that there is a somewhat unexplained small bore clear, (or green), plastic tube linkage between the carburetors on both the nearside and offside twin carbs. This does not have any obvious function and when the bonnet is lifted when cold, or when the engine is at operating temperature, this tube does not seem to have any fuel visibly passing through. However, it has an important job to do when starting the car from cold and when operation of the choke is necessary, as this allows



fuel to pass through to enrich the mixture.



A close inspection of these short and inaccessible tubes, that over the years are likely by now to be well discoloured brown from the passage of fuel for so many years, makes any assessment from above very difficult. In my case this was the situation and the arising split in the tube could not be seen and could have been the cause of a fire, fueled by streams of petrol on both sides. When the tubes are removed it is clear that the sharp bends at each end, where they locate over the carburetor brass tube stubs causes them to fracture at this point which cannot be seen.

Having found the problem and being in a position where replacement was necessary, a check on the Jaguar Parts Manual turned up their original Part Number 12861. However, as expected, this cannot be obtained from Jaguar, as this is now a superseded part. In my case, with my store of so many hoarded parts I was able to replace one with an old original Jaguar part, but the other one required some web searching for tubing suppliers and the purchase of a suitable length, so I am pleased to say that my problems have been solved. Anyone else needing the part I am sure will find that this can be sourced from various of the Jaguar Parts suppliers, but be careful to ensure that whatever is on offer is a tube that is petrol resistant, as some plastics are not suitable and may even be too flexible and not heat resistant enough for this location.

As I said above, take note of the warning and carry out a check on your car, (and the other small rubber connecting tubes in this area), as I am sure that many V12 owners will be unaware that there is a problem in waiting that could be not only costly, but with petrol in mind also life threatening. Hopefully a simple check carried out before the next trip will avoid a potential disaster to one of our treasured cars.

Twin Stromberg carbs were also fitted to the early V12 XJ's, so this warning is equally applicable to these models. Ed.



Member's Story

Joe Dempsey



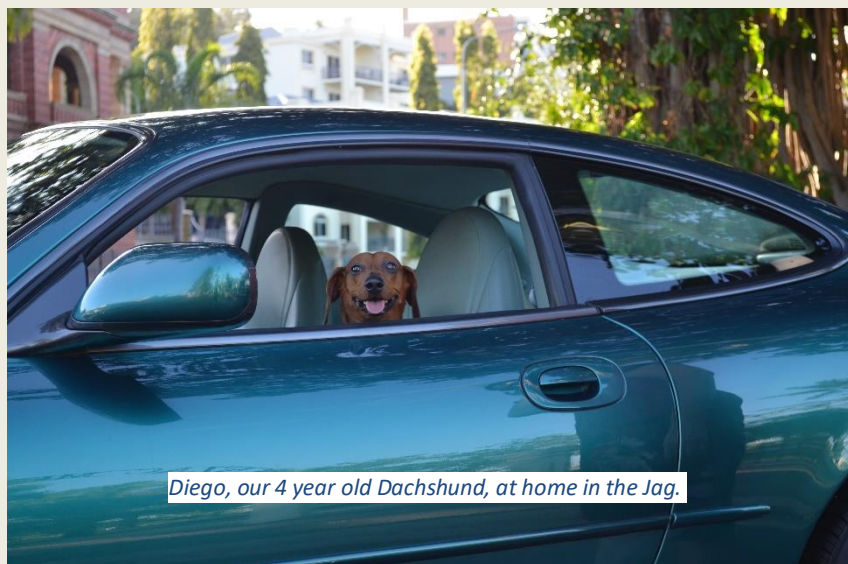
As briefly discussed at the last monthly meeting, I thought I'd introduce Isabel, myself and our car. Also, in an effort to further encourage more club members to maintain their own vehicles, I thought I'd let everyone know of a recent difficulties and mods I have completed and some future mods yet to be completed on our XK8. One of these issues had the potential to do serious damage to the AJ-26(V8) engine, so I feel particularly lucky this one was averted.

(You can read about Joe's adventures with his XK8 in the article below, An XK8 Story.....)

As a family unit of four, we relocated in 2002 from Warrington, in the UK for my work. We have two children, now age 24 & 26, one of whom is living in Canberra, the other still at home, completing her studies at JCU. Isabel is originally from the West of Scotland and I from Liverpool, UK. We met when I took a new position with BAe at Prestwick Scotland in 1989 and the rest is just a blur.....We've had fun on the way though and are close to being 'Empty Nester's'. I'm quite a hands-on type and found great joy helping Dad fix his old cars from a



very early age. I thought I was destined to work in the motor vehicle trade, but was very fortunate to secure myself an apprenticeship as an Aircraft Maintenance engineer at the end of school. This was no mean feat in the UK, during 80's and I worked hard and studied hard during my apprenticeship. My work has taken me all around the world and one of the most memorable places I managed to visit was Bhutan, the Kingdom in the Clouds, amongst many others. Ironically though, the last destination was Australia and we all eventually made this our home in 2002 and love it, taking citizenship in 2007.



Diego, our 4 year old Dachshund, at home in the Jag.

After many years of long work hours and many trips overseas, I finally convinced Isabel I needed an interest outside of my work and home DIY. I purchased our XK8 from a UK friend and work colleague, who had owned the car in the UK for six years, then imported it to Australia to sell here. After many months of casual interest on the phone, I finally revealed to him that I 'may' be interested, having always loved this model Jaguar, back from when they were sold new in the UK. In 1996 I was invited to a dealership launch in Harrogate, Yorkshire. My older brother also purchased a new XKR convertible in 2000, which was a magnificent car then and still is today of course. So, the XK was subconsciously in my veins. After a weekend trip south to view this car, we purchased it and had it transported to Townsville in November 2015. It is immaculate really, but lacked detailed maintenance history.....however after viewing the car and having months of discussions with my friend, I was quite relaxed about the whole deal. There is no doubt this is a well-cared for vehicle....and I feel very lucky to be able to purchase it.



Member's Story

Garry Sellen



I've only have been a member of the JAG CLUB since December of last year.



My association with JAGS has been brief 12 months in fact and came about with the acquisition of 2 SIII XJ6's. One - 1985 white with navy trim, a road going car, and another - 1980 white, also with navy trim (though slightly darker possibly due to age and neglect), a parts car.

My first encounter with a JAG was as a child when a friend of my parents had either a 420G or Mark X. I'm still not sure I know enough to tell the 2 models apart and I would have been only 8 or so at the time.

My next was as an apprentice at QNPL, when a younger apprentice used to hitch a ride to work with us. He had at that time a Series 1 XJ6 with a 307 Chev. Never got the chance to be a passenger in that one. But I also don't remember him driving it ever! Not sure what happened to it. That would have been in the late 80's from memory.

As for my car/cars, I've already experienced fuel tank issues which resulted in \$25 worth of Woolworths finest pouring down their drain. Service attendant didn't seem the least bit fazed, while I was busy filling the water can over and over again in an attempt to flush/dilute it as best I could.

It's also sat on my front footpath for almost a month while my interrogation skills of "why won't you start ya" got a makeover. Eventually found a small plug not seated properly and away she went which lead me to the fuel issue above. One win followed by an almost immediate failure.

The car is currently sitting at home in the shed waiting for some attention after having what I diagnosed as a head gasket failure. I'm far from being very mechanically minded, but I'm not sure how else to explain milky engine oil and a disappearing radiator water level. She will still start and run (not for too long though) which has helped on my recent relocation with loading and offloading of the car trailer. Much different story to the non-running parts car with no steering column/wheel. Who knew they were so heavy? ☺

I've just acquired my third JAG, a S2 XJ12 which might be remembered by some of the longer serving club members. It's in need of a little TLC and is currently running a 4.2 which will find a new home in my SIII in the near future, restoring my ability to cruise in JAG style.

Ironically, its white with navy trim. 3 from 3. And I'm not even a fan of navy. Oh well.



I often joke that if you have one old JAG then you will always need at least 1 for spares. I should probably refrain from this maybe my luck would change. Though most seem to have multiple cars rather than just the one. Is it a disease I wonder?

The car you've just bought was owned by long-term past club member Dick McInnes: Ed



An XK8 Story.....

Joe Dempsey



The engine fitted to the early (1996-2002) XK8/R and some XJ8s, is an AJ-26(V8) 4.0lt. It is an all-alloy unit and is a unique new line to Jaguar. In particular, the cooling system is a low volume, high flow system, designed specifically to provide a very quick warm up time – less than four minutes - for fuel efficiency and minimum engine wear. With such a small volume of coolant, the all-alloy unit (heads & block) puts high demands on the system and is a weak point of this design, and a well maintained cooling system is paramount. It is strongly advised to flush and change the coolant every two years, as the properties of the coolant deteriorates. Even though the fluid still cools the engine, its protection is lessened, eventually leading to internal corrosion if left too long. My car hadn't had a thermostat changed in many years, which is normal for most cars but not for this model. This led me into the following issue, which was probably accentuated due to the Townsville summer when the car arrived to us, and by the temperature gauge design on this model. The OAT (Outside Air Tempe) around Xmas 2015 was 38.4°C, so quite a shock to the UK born vehicle.....!!

Maintenance to date:

Engine overheating: this drove me nuts, but I eventually got to the bottom of it without professional help or cost! In the process of doing this, I managed to teach myself so much about the car and its cooling system in general.



While driving home from a local day trip (Ayr), I was very fortunate to notice the engine water temperature gauge heading north. After a brief road side stop and under bonnet inspection, I finally managed to limp the car home, with both cooling fans running constantly all the way. As I worked through numerous hours of trouble shooting, I quickly discovered that this was a genuine defect and not just indication, as I established the cooling fans switched into high mode after about 20 minutes of driving from cold, either in town or on the highway. Despite my doubts on the

way, I maintained that these fans were correctly sensing a high temperature and should not be ignored. I was right, as my problem is now fixed and they only run on low speed in almost all aspects of driving (town or highway) with AC off. I wrote a post on a Jaguar forum, which is below, after resolving the issue.

I thought I'd write up my near catastrophe with a recently purchased XK8, which was driving lovely for a couple of months. One weekend in May this year, I went for a Sunday morning drive for breakfast with my wife and new Jaguar. All was well till our return journey, were by chance I happened to notice the engine water temperature gauge increasing towards the red mark. After all I have read on this forum about the XK gauges, I believe I'm extremely lucky to have avoided serious engine damage. I managed to limp the car home, keeping the temp one

division above the normal mid gauge position, after it being one below the red segment. All the time, the cooling fans were operating in high-speed mode, which I have used as a warning signal all the way through the diagnosis and one which others should note as a clear warning too.

I began my diagnosis by replacing the thermostat with an aftermarket, Tridon Hi-Flow Stat, which looked fine, however it made no difference to this problem. I say no difference, I mean the fans still came on high after about a 5km drive, quicker if I give it some boot. I then proceeded to go deeper and examined the coolant temp sensor (CTS). This was checked against the temperature/resistance chart and found very close to book figures. I also performed static resistance and voltage 'in and out' checks and this too was very close to the correct figures. I elected to replace the CTS for a new OEM part anyhow, with still no improvement. I then moved on to look at the water pump and discovered it to be a one piece body with black impeller, which was certain to be original. I went on to replace this too for a new modified pump, as these are notorious for failing anyhow and I was surprised that this had not been changed anyhow. However, after removal I could visually see this pump looked fine and didn't expect it to improve matters, but it had to go anyway and got one of the 'must do' jobs out of the way. I also noted at this same time that the cooling system was very clean and contained the correct coolant, which was reassuring.

Well I was now starting to clutch at straws and wondered if the climate was just too hot for this 'Pommy Prowler' to cope with. Where we live, Townsville, North Queensland, it has been as hot as 40 degrees recently. I did however, read a post on this forum that the cooling system can cope with this level of OAT and some in other parts of the world, which I kept firmly in my mind throughout this troubleshooting process.

I also read a very informative document on the XK8 advising that the radiators are only good for 15 years, or 150K. I held off replacing the radiator, but decided to perform a system flush to see if this improved anything, or actually fixed it before replacing the radiator. While doing this, I also decided to fit the modified metal (alloy) T/Stat housing, purchased a couple of months ago. In doing this I decided to test the newly fitted thermostat and the old original thermostat in a pot in the kitchen (wife out shopping). Well lo and behold.....I found the old one totally stuck closed and the new one was opening late, but more importantly, had limited travel.

I have since purchased an OEM genuine thermostat (from Phil @ Jagspares Melbourne). When this arrived, it was also tested prior to fitting and clearly seen that the genuine T/Stat opens at 84 degrees C and is fully open at approx. 92 degrees. However, the main difference is that genuine T/Stat opened noticeably more than the Tridon and therefore allows greater coolant flow. I would suggest with research, a lot of parts can be substituted, but strongly advise only to buy OEM for this part and of course test before fitting ! Following the flush and refilling the system with new coolant and a couple of test drives later, I established that the fans only operated in low speed mode. Prior to this, they would take almost no time to start in low speed, then after about 5kms would kick into high speed and stay on constantly.

During the above work, I did use my PC and an OBD2 cable to measure coolant temperatures, with the aid of software. This helped to confirm that the system slowly climbed to 104 degrees, at which the cooling fans kicked into high speed and remained there.

Moral of this story, change the thermostat regularly - and two years seems to be the general recommendation by other XK owners, and the coolant too. Keep a sharp ear out for those electric fans running at anything other than low speed and not cycling on/off. All said, I know this system inside out now and have a very well maintained cooling system.

Thanks for the update Joe. The second half of your story will appear in next month's magazine. Ed





JAGS FOR SALE



1979 XJ6 Series 3 - \$7,000



"The Beast" (my current project car) has pushed my lovely maroon XJ6 "Beauty" out of the nest 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.

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1987 XJS V12 Coupe - \$16,500 o.n.o.

Many club members will remember Judy and Keith Metcalfe's lovely XJS Coupe. The car doesn't get used enough these days, so it's time to move on. Built in Oct 1987 and stamped Jan 1988 in Australia, the car runs beautifully, bodywork and upholstery are in great condition, and it comes with RWC and rego to January 2017.

Sale will include the cherished numberplate JAG-287

Please look up the ads on Gumtree.com.au and Carsales.com.au for more photos.



For information, contact Judy and/or Keith on 0407 175 583 or 0438 124 782.

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 chrome work. The car needs a sensitive hand to restore it to the condition it deserves.



Please contact me, WARWICK COYNE, on 0407 961 441 for more information.



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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.

1999 S-Type V6 – Breaking for Spares

I have a parts car, a 1999 S Type V6. I need some panels off it for my X200, and all the other mechanical parts, upholstery, etc. are available, including a good motor.

If you are interested, please call me on 0458 025 157, or email me, Jack Hebblewhite, on jacksparrow5643@yahoo.com.au



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.



USED REAR WINDSCREEN FOR XJ6 SERIES 2 - \$100

Also, Front and rear windscreen chrome strips, no joiners. Contact: Michael Lawler
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An account has been established for the Jaguar Car Club NQ to enable members to purchase parts at a competitive rate. Account number: 14387 When ordering parts, phone 1800 337 379 (Freecall) or 03 9870 0542 (Spare Parts direct) and ask for Phil.

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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