



# Northern Jaguar

February 2017 Edition





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## PRESIDENT'S Report



Welcome members to our 2017 club year. I hope you are all looking forward to an eventful year and that lots of members will participate in our club outings. We have published our draft annual program and your thoughts on these are welcome. Australia Day was thoroughly enjoyed by members attending but we had low participation. Perhaps a 7AM Cruise and 8AM Car Display entry was a bit early for most. You can read all about it in this edition of NJ. Pete is well on his way to getting that trophy again.

Unfortunately our trip to Paradise Waterhole was not possible due to road washouts after heavy rain. We needed the rain in town – not in the Mt Spec National Park. However our rescheduled trip to Rollingstone and Balgal Beach should be fun. Also we need someone to help organise the March Burdekin trip and come up with some ideas!

We have progressed on our All British Day main event, now confirmed at 11<sup>th</sup> June. There are no conflicts in town or with other club events but it does clash with the three day Towers Swap Meet. I did talk to the School and some clubs about options either side of the 11<sup>th</sup> but no date was available due to School Centenary Celebrations, and the School does not make the venue available during school holidays anymore.

We have submitted our ABD Council Grant Application and this time we were able to apply for three years of funding. All our quotes came in on time and we received ten very encouraging Letters of Support. If we get this funding it will save a lot of repetition. We have gone through all the protocols for requesting support from the Army for our ongoing military theme and we submitted our very thorough Risk Management Plan which we produced with the very kind assistance of member Bryan Yarrick. I would like to go through it briefly at our next meeting. We can discuss ABD further once we know if we have Council and Army support.

*Joe Pannia.*

President – JCCNQ Inc.

### MANGEMENT COMMITTEE

**PRESIDENT:** Joe Pannia



Email: [joepannia@bigpond.com](mailto:joepannia@bigpond.com)  
Mob: 0409 270 971

**VICE PRESIDENTS** Nigel Miller  
Jim Bateman

**SECRETARY:** Jim Bateman

**TREASURER:** Jim Bateman

**EDITOR:** Nigel Miller



Email: [millwind@bigpond.net.au](mailto:millwind@bigpond.net.au)  
Mob: 0400 599 637

**SOCIAL SECRETARY:**  
Chris Pannia

### CLUB APPOINTMENTS

REGIONAL LIAISON FNQ:  
Wendy Anderson

MERCHANDISE Jim Bateman

FUND RAISING Peter Dixon

MEMBERSHIP Nigel Miller



PO Box 3830  
Hermit Park,  
QLD 4812



[www.jagnq.com](http://www.jagnq.com)





## EDITOR'S Chit-Chat



### Cover page

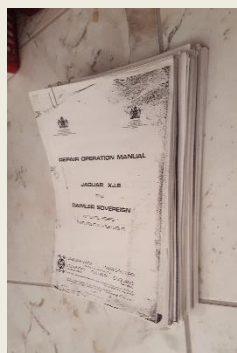
This month's cover photo features Sue Keating proudly standing next to her beloved blue XJ6 X300, our 2016 Car of the Year, taken on 26<sup>th</sup> February at the start of our Balgal Beach/Rollingstone outing. We had 6 cars meeting at Yabulu for coffee, all of them being XJ models. Where are all the other fine examples of our favourite marque?

### In Memoriam – Glenys Munis

Glenys Munis passed away peacefully in Townsville on 4<sup>th</sup> February, after a brave battle with illness. Frank and Glenys were very active Jaguar enthusiasts, being founder members of our club in 2010 (after having been involved with our predecessor club register for many years) and remained members until 2012. Many of us will remember meeting Glenys and Frank at All British Days over the years, despite them living nearly 1,000km's away in Mount Isa. I well remember as a "new" member chatting with Glenys and Frank at the ABD dinner in 2015, and being struck by their overwhelming enthusiasm for all things Jaguar!

Sincere and heartfelt condolences to you, Frank, from your many friends at JCCNQ, both old and new.

### Series 2 XJ6 Service Repair Manual



In early December Allan McDermott, a long-term Jaguar enthusiast who is not a member of our club, contacted me to say he had 2 photocopies of the original Jaguar Series 2 XJ6 Service Repair Manual, if we wanted them. I jumped in my car straight away – it turns out that Allan not only works with current member Richard Sweeney, but also was the previous owner of Richard's lovely red XJ8 which many of us admired at Lucinda in November. After 3 hours of sorting and collating I was reasonably convinced the copies were complete, so started phoning around to see if any of our members wanted one – and it only took me 3 calls to find good homes for them both. Allan,

I know you read his magazine, so thanks for thinking of us. Much appreciated. If anyone else out there has any surplus Jaguar-related item, please contact me. I'll do my best to pass them on.

### New member

A big WELCOME to Gary Smith of Ravenshoe. Gary drives a white 1999 S-Type, and has recently bought a well-known club car Beauty, the red XJ6 S3. Within the space of 2 years Beauty has had 3 club owners, Ted & Marcia Hogan, then Phil Agnew and now Gary. It's good to see Beauty maintaining her association with us – but will she keep her name or be re-christened by her new custodian?



*On a long run from Ravenshoe to Charters Towers with the S Type*



*The rest of the fleet*

Gary certainly seems to have the Jag bug quite badly! Within days of driving Beauty back to her new home, he secured a magnificent classic S Type, a 1964 3.8 in metallic blue.

Gary, we look forward to catching up with you and your patriotic red white & blue fleet in the coming months.

### Jaguar Prestige Spares Prize draw - \$250

Our good friend Phil at Jaguar Prestige Spares has donated a gift voucher worth \$250 to the club. Originally intended to be a "door prize" at our Christmas party last year, it arrived too late to be included in the festivities as we had already organised a prize, which you will remember was won by Chris Pannia. The voucher will instead be drawn at the next Members Meeting on Wednesday 1<sup>st</sup>



March. All 74 current members have been allocated one free “ticket” for the draw, so you can’t get fairer than that!! You do NOT have to attend the meeting to take part in the draw – but please come along anyway..... The voucher can only be used to buy spares, services and/or consumables from Jaguar Prestige Spares. Good luck! And a big **THANK YOU** to Phil for his outstanding generosity.

### **Jags on the move**

2 of the Jags advertised for sale in previous months in our club magazine, have been sold and gone to new owners. The first, Phil’s “Beauty”, has gone to new member Gary, as noted above. The second one, Keith & Judy Metcalfe’s 1987 XJS has also gone to the Tablelands, this time to Julatten where it will join a collection including an XJ12 and a Bentley. The XJS (or as the Americans prefer to call it, the XJ-S) will also be retaining an indirect link to the club, as Russell Botha, currently our northern-most member, looks after Max’s growing fleet.

I have no direct evidence that our magazine ads directly influenced these two sales – but I’d like to think so!!!!

### **Steve Keating**

As this magazine is being distributed, Steve will be in hospital for a knee op. Best of luck Steve, we want to see you hopping about – on both legs of course – as soon as possible.....

### **A permanent home for the club?**

At our first Members’ Meeting this year, at the beginning of February, Alan Bessell put forward a suggestion – more than a “thought bubble” but less than a firm proposal - that the club should look at acquiring suitable premises for a clubroom-cum-workshop where members could hold meetings, work on their cars etc. This of course would be a massive undertaking and would have serious consequences on financing, subscription levels, and a host of other things. Nevertheless, maybe the idea merits some further consideration - I don’t think the idea should be automatically dismissed just because it is too hard!

Is it a good idea?? How would we manage such a facility? How would we finance it? How would this affect out-of-town members who would have limited access to the premises? Could we partner with other like-minded clubs in a joint venture? Have other clubs tried this before? Did they have any success? Are there grants out there we could access?

What do you think? Please write in, email, sms, phone your thoughts, and let’s see if this is worth pursuing.

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**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 articles 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. Don’t forget, I’m always looking for suitable photos to grace our front page!

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### **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](mailto:millwind@bigpond.net.au) – I’ll do my best to include it in our next Newsletter:- Nigel Miller

# CALENDAR OF EVENTS 2017

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

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

<b>JANUARY</b> Thursday 26 <sup>th</sup>	<u>Australia Day</u> Parade and Display
<b>FEBRUARY</b> Wednesday 1 <sup>st</sup> Sunday 26 <sup>th</sup>	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. <u>Balgol Beach/Rollingstone</u> Day Trip
<b>MARCH</b> Wednesday 1 <sup>st</sup> Sunday 26 <sup>th</sup>	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. <u>Burdekin</u> Day Trip
<b>APRIL</b> Wednesday 5 <sup>th</sup> Weekend 22 <sup>nd</sup> – 23 <sup>rd</sup>	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Tablelands Weekend
<b>MAY</b> Wednesday 3 <sup>rd</sup> TBA	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Heritage Day, Townsville
<b>JUNE</b> Wednesday 7 <sup>th</sup> Sunday 11 <sup>th</sup>	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. <b>ALL BRITISH DAY</b> , Cathedral School, Townsville
<b>July</b> Wednesday 4 <sup>th</sup> TBA	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Airlie Beach Weekend/Car Show
<b>August</b> Wednesday 2 <sup>nd</sup> Sunday 27 <sup>th</sup>	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Charters Towers Community Day
<b>September</b> Wednesday 6 <sup>th</sup> Sunday 24 <sup>th</sup>	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. Day Trip North – Herbert or further north?
<b>October</b> Wednesday 4 <sup>th</sup> Sunday 29 <sup>th</sup>	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. ABD Reviver, Giru
<b>November</b> Wednesday 1 <sup>st</sup> Saturday 25 <sup>th</sup>	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, Townsville. AGM/Christmas Party

## NOTES:

The above is only provisional, and is subject to change. As usual, we will inform members in good time before any events.

Other events will be added to our calendar as details become available, such as the Combined Clubs Swap Meet, car cruises/displays etc.

Sunday Runs: We will as usual 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.





# SOCIAL EVENTS



Australia Day, 26th January

by Joe Pannia



About 50 cars assembled at the Rugby Club car park at 7:00AM on a fine and not so hot Australia Day morning. I lost the LHS rear wheel hub badge off the X350 on the way in – luckily Peter had a spare and kindly replaced it noting that I will owe him forever. I said the best I could do was to make sure he got Member of the Year again this year.

The cruise around Castle Hill to Jezzine Park was very orderly with not a great deal of traffic, and definitely not the chaos of the cruise to Jezzine during evening peak hour traffic last May for the T150. There were already a couple of hundred cars in the park when we arrived and it looked busy and colourful even at 7:30AM as the convoy entered. Most of the local clubs were invited this year, all marques were on display and it was a great turn out, with lots of the old vintage and vets there this time. Admittedly a bit early for some – we had a couple of Jags on display and several members turned up later. The Jags found a cosy, shady, cool spot right in the middle of the car display and no need for the gazebo.



We had a good time talking with many members from the other clubs and enjoyed the friendly atmosphere. Food court, free sausage sizzle breakfast, music entertainment, Australian poetry and drama made it very Australian. The Army Museum was open and we caught up with our PR wallah Kevin who was there on volunteer duties. The Art Gallery was an unexpected treat – crammed with lots of paintings and artefacts and most were for sale at reasonable prices. They had to be well priced with Townsville's economy the way it is, some were real bargains.



*A real car-lover's barbie!!*



The official proceedings with speeches and citizenship ceremonies were well presented. We had the Governor, Premier, Mayor, State and Federal polities and councillors there again this year. They must have enjoyed last year's special T150 Auzzie Day so much that they came again. We were smoked out as well as deafened by the 21 Gun Salute – the overpowering smell of gun smoke was quite sobering. The RAAF flypast was not quite as spectacular as last year's thunderous Globemaster – the RAAF probably had no funds left for fuel after the huge October 2016 Air Show.

The morning passed quickly, no cars were allowed out until noon, but there was no scramble to get home. Everybody seemed to stay around for a long time afterwards – they must have been having fun. It was the

ultimate Auzzie Day Out and I hope many more members will come along and enjoy it next time.

### **Balgol Beach Barbecue, 26th February**

**by Nigel Miller**

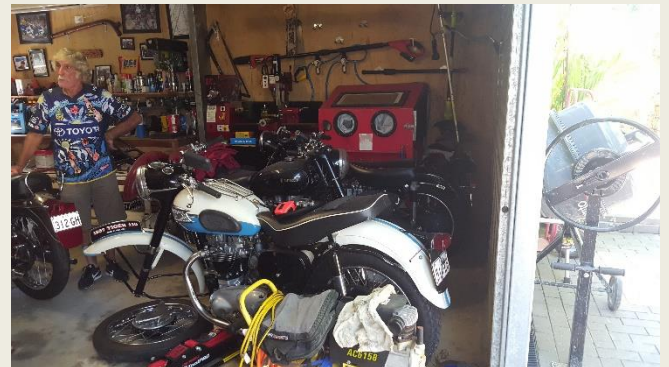
Our first club-organised meet of the year started, as so many of them do (thank goodness!), with a cup of coffee at the Yabulu Caltex station on the Bruce Highway. 6 XJ's spanning 18 years formed a neat line in the shade of a lovely tree – the earliest being Phil Sperring's British Racing Green XJ6 S3 (see the front cover). Unfortunately Phil couldn't join us for the run, but it was good to catch up.



Suitably refreshed, we set off a little after 10:am, bound for Balgol Beach where we were generously hosted for morning tea and nibbles by Richard and Moira. Richard assured us he had been up all night baking the cakes so we had better tuck in!!

What a delightful tropical setting – we wandered around the magical garden, with many seemingly random pathways leading to

secluded little grottos and features – all built by Richard himself over the years. A terrific effort! There were 2 sheds filled with numerous collectible motor cycles which had many of us oohing and aahing.....



Joe made a small presentation of some club regalia to Moira and Richard to show our appreciation of their hospitality, and then it was off to the Rollingstone Pub for lunch. I have driven past this establishment many times, and have always been intrigued by the old fire engine in the car park – but I've never actually stopped there. We joined Bob and Moira and their guest Pat at their table and quickly charged our glasses for some welcome refreshment – the day was hot and sunny (what a surprise for North Queensland!).

Lee and I couldn't stay for lunch, so we left before lunch orders were placed – but the mood was festive so I'm sure a good time was had by all. We'll try to include more photos in next month's magazine.

Thanks again Richard and Moira, for hosting us in your lovely home.



**Do I need to remind those who do their own car servicing, to take care when jacking up your vehicle – and to use common sense?  
This picture sends shivers down my spine!!**



# Sad Jag Saga

Gary Smith



Hi everyone, I'm one of your latest members, Gary Smith, a retired farm worker from the Atherton Tablelands, & I've a cautionary tale to tell - though it's one I'm sure you've all heard before. I was a bit reticent to introduce myself with this story. But I've decided it's best to tell my side of the story straight, rather than let rumours do their nasty work.

I've owned a 1999 S-Type for the last 5 years, which has been a great car that's cost me little to keep on the road. But it wasn't a REAL Jag! One made while Sir William was at the helm, or my favourite iteration of the last car to bear his signature, the XJ6 Series III. So I went hunting on the web & found a nice looking 64 S Type in S/E Qld for a bargain price (\$10K). It was on club rego, which meant I'd need to join a club to qualify for it. And it was while looking at the Nth Qld Jag Club's newsletter that I saw a tidy looking Series III advertised for \$7K, which sent my choice parameters into melt down. Which would be the best car for me? I wondered. Both would be good. So eventually, after much internal wrangling, I decided that as long as both cars were as good as they looked, with bit of belt tightening, I could afford both cars. So I flew down to Townsville in early Dec to check out the S3, which was a little gem. Love at first sight! A well cared for club car that had only been used on club runs. Mild haggling sealed the deal & saw me driving back north in the old girl that afternoon, a drive it performed faultlessly, despite the hot afternoon, with a fast run up the Palmerston Highway to Ravenshoe to cap it off. The next day I took it back down to Cairns to pick up my 99 S-Type, which I'd left at the airport. The picture of the XJ6 & the 99 S-Type (*see page 3*) was taken at the mangrove boardwalk by the airport, where we swapped Drivers. It was there I noticed the XJ was leaking coolant from the overflow bottle, which I was a little concerned about. However I decided to chance the run home up the Gillies Range, which is a favourite road of mine, and I admit to forgetting about the coolant overflow. I gave it a bit of a squirt on the run up the mountain, as the motor felt so willing and the car was handling like a Ballerina. So I was very surprised and concerned, when I got to the top of the range, to see the temp gauge nudging the top bar. I was hoping the run down the hill in the cooler tableland air would lower the gauge, but when it remained firmly jammed on H by the Lake Eacham Roadhouse I pulled in and called in the RACQ. Unfortunately my local mechanic was getting ready for his Xmas break and couldn't even look at the car until January 9<sup>th</sup>, so it was left in his yard.



Unperturbed, I turned my thoughts to the S Type in Childers, flying down a few days before Xmas to look at it. The mechanic who'd owned it for 15 years seemed a nice enough guy. At my request, he had the car up on stands so I could slide underneath it and give it a thorough inspection. I was impressed with the cleanliness of the undercarriage and the ample amounts of grease squeezing out of every seal and ball joint. The motor ran sweet and the transmission changed smoothly. So further haggling saw the deal done that day, and my Buddy and I happily cruising home to Nth Qld that afternoon. We reached Gayndah, on the Burnett Highway by dark where I refuelled. The car checked out perfectly, so we decided to keep cruising to Monto, in the cool of the evening. However, about 20 kms north of Gayndah, at the top of a short but steep range, we stopped for a call of nature and were surprised to hear the coolant in the system percolating in the block. With my recent experiences with the S3 I didn't muck around - I called in the RACQ, who hauled the car back to Gayndah.

My Ultimate RACQ membership shouted us a hotel in Gayndah that night, and the next morning the local Wrench gave the car a clean bill of health. So we pressed on warily. The car stayed at a reasonable temp most of the time, rising a bit on up-hills, but dropping immediately the crest was reached. So when we got to Emerald on dusk, I decided to press on to Charters Towers in the cool of the evening. We reached the Towers around midnight. I was keen to continue on home in the night air, however, when we pulled into a Servo, I could hear a loud ticking noise coming from the top end of the engine, so I decided to spring for another motel for the night. The next morning I was horrified to find no oil on the dip stick, and even more concerned when it took 4 litres of oil to register on the stick, as I knew that it was full when we left Childers! However that did quieten the ticking down, so we decided to press on home, via Greenvale, before the day got too hot, which we did without a problem, though the ticking had returned by the time we got to Ravenshoe.



The next morning, when I went to start the car, it sounded like a diesel running on 5 cylinders. I've since been advised that it'll need a full engine rebuild, which I'm quite prepared to do, as I got the car so cheap it's still worth it.



However the S3's a whole other can of worms, as it's nowhere near the 64 S-Type's value. & probably never will be. It too has had its engine terminally cooked, which was verified when my mechanic got back from his break. Though ironically, it's now running perfectly again - but I don't trust it.



I could be an absolute Mongrel and put it back out on the market while it's still running alright. But I'm a firm believer in karma. So that's not an option.

I've tracked down a complete motor down south for \$500, which I'm getting shipped up north. I'll have it thoroughly inspected and mildly reconditioned, depending on what it needs, before sticking it in the S3. I think this is the most cost effective way of putting the car back on the road, as I've been told that cooked blocks can be an expensive can of worms. I'll still get the original motor thoroughly inspected though, and I'll repair it as funds allow so that the car can be kept with matching numbers, in the hope that S3 values will one day justify the expense.

But I'm not intending to get rid of either

car soon. This is my collection, and I intend to keep them for as long as the government keeps my licence valid, which I hope is far enough into the future that these costs are just a distant memory, that the value of both cars will far exceed. I could have wished for a gentler initiation into the Jag Nuts fold, but at least I'm getting used to the dedication (and deep pockets) it takes to keep these old girls on the road, and I'm looking forward to the day when I'm cruising the highways in my newly restored beauties. I hope to catch you all at future events.



Please keep the ribbing down to a minimum. I'm sure we've all got our sad Jag tales to tell.

And NO, I don't want to buy the Storey Bridge off you at a discount price. Thanks for the offer.



## Technical Matters

Nigel Miller



### Spin-on oil filters

I recently had a call for help from a member who, try as he might with 3 different types of specialist tool, could not remove the oil filter on his XJ6 S3 which he is restoring. After much huffing and puffing, we managed to remove the reluctant \*^%\$%\*!! And I'm happy to report that my knuckles will eventually grow new skin, and I managed to get all the black slime out of my hair, although the energetic scrubbing seems to have left only grey hairs!

Spin-on oil filters are generally designed to be installed by hand – it's usually not necessary to tighten them up with a tool to ensure an adequate seal, hand tightening is enough. Removing them when the time comes however is not always so straightforward – heat and vibration serve to tighten the seal, and often a filter wrench is required to loosen them – particularly so when a car has been left standing for several years. Unfortunately, on some cars there's not much room to get adequate leverage on the wrench from the side, particularly if, like me, you don't have access to a hoist and have to do all your under-body work lying flat on your back on a garage dolly!

Most common types of oil filter canister these days have multiple generic equivalents, and most of the time you can find filters that include a built-in hex nut accessible from underneath (or the side), which greatly simplifies removal without resorting to a filter wrench – a shifting spanner or a socket will do the trick!

I recently changed the oil and filter on my XJS (I do this once a year on my Jags regardless of mileage), and I found the pictured filter - equivalent of the RYCO Z113 but much cheaper - at a very reasonable price.





Incidentally, Jaguar spent a lot of time and effort designing an oil cooling system for the XJS – then they ran one of the red-hot exhaust down-pipes within centimetres of the oil filter! Exhaust wrap and a couple of stainless steel ties will protect the oil filter from some of the excess heat, and that could only be beneficial to oil temperature and pressure – even if you cannot easily measure the difference.

The picture on the left shows the relevant bend in the XJS exhaust, wrapped as suggested.  
*Photo taken by Russell Botha while recently fabricating a new stainless steel system.*

### Smiths clock update

In the October edition of this magazine I discussed some of the problems with the early Smiths clocks, and a suggested “fix” available in the United States, which involves converting the movement to “solid state” followed by calibration and testing. None of the original clock parts are removed, so the installation is totally reversible – if I ever want a non-functional clock again!



I finally got myself together and sent off the tach-mounted clock from my Mark 10, plus another one. I posted the precious package, not without some trepidation – I have never been able to totally trust the postal service! But the clocks arrived safely, were completed, tested and returned to me in under 4 weeks. Amazing service!!

The clocks were neatly packed in protective polystyrene drinking cups, and, apart from a small sticker, looked completely unchanged. Installation took about 5 minutes, and the clock is keeping perfect time, and should continue to do so for many more years.

The total cost per clock, including postage and bank charges, was \$120.10 (Australian), although

this could vary depending on the current US\$ exchange rate.

A highly recommended upgrade.

You can access information on this clock fix, and other Jaguar solutions, on [www.coolcatcorp.com](http://www.coolcatcorp.com).

### Re-routing the exhaust on an XJS

From its introduction in 1961 to 1986, the first generation Jaguar Independent Rear Suspension (IRS) featured the exhaust system passing through it, so that the pipes had to be dismantled, and in many cases cut, in order to lower the IRS and access the rear brakes and suspension.

Russell Botha has recently completely rebuilt the IRS on his 1985 XJS, and in the process of re-installing it, designed and manufactured a new exhaust system in 2” stainless steel – with great success.







The ingenious design allows each side of the exhaust to be removed in one piece by undoing a couple of bolts at the bottom of the downpipes at the front, and easing the whole unit forward to ease the hangers from their rubber mounts.

Russell says he is more than happy with the result – and the sound is powerful without being overwhelming.

Of course it helps if you are a qualified sheet metal worker.....

### Radiator pressure caps

While pressure testing the cooling system in my Mark 10 to find a troublesome leak – which resulted in a new thermostat housing – I noticed the radiator cap was rated at 15psi, which coincidentally is the same as for the XJS. This seemed a bit high to me, and sure enough, after some research, I found out the cap should be rated at only 7psi. What difference does this make, and how critical is it?

In an ideal world, plain water is one of the most efficient mediums for transferring heat from the engine block to the atmosphere via the radiator, but it has several important disadvantages. Firstly, it is not a good lubricant so can cause damage to moving parts such as the water pump. Secondly, it is corrosive and can cause rust damage to the water channels in the block, head and radiator, thirdly it has a relatively low boiling point (100°C) – not much more than the optimum operating temp of most internal combustion engines, and fourthly, it expands when close to freezing point (0°C), which can cause severe damage in colder climes.

Adding anti-freeze or a coolant concentrate to the water will improve lubrication, reduce corrosive properties, increase the boiling point and reduce the freezing point – but at a cost to thermal efficiency. Merely adding more concentrate to the coolant mixture could reduce the coolant properties excessively. However, as we all know from our school physics classes, boiling points of liquids rise in proportion to increases in pressure, so the clever engineers who designed our cars will have worked out an optimum balance between the coolant system pressure and the concentration of additive in the fluid, to ensure that the engine will operate at the correct temperature.

Getting back to the pressure cap, an increase in pressure of 1psi will have the effect of increasing the boiling point by 2-3°C, so a 7psi cap will raise it by around 17°C. When the whole system reaches its maximum rated pressure, the radiator cap will vent (either to the atmosphere or to a radiator pressure tank), thereby preventing the engine from exceeding its designed maximum pressures/temperatures and running the risk of severe damage. Using a higher rated cap, such as that one incorrectly fitted to the Mark 10, will not necessarily cause a problem – until you have a problem! In my case, the extra 8psi on the installed cap caused the next weakest point in the system, the thermostat housing, to fail, and if I hadn't caught it in time, could have caused catastrophic engine failure.

Getting the right radiator cap is critical. I finally found the required one for the Mark 10 – a TRIDON CN0750 rated at 7psi.

So, do yourself a favour and check that you have the correct radiator cap installed on your car. And even if you have the correct cap, get it pressure tested to ensure that it is operating properly.



For more information, try [this link](#).



## JAGS FOR SALE



### 1977 XJS V12 Coupe (Pre H.E.) - offers?



I have a pre HE XJS for sale – I've run out of money! The car was last registered in 2010, and the engine was running 6 months ago, but hasn't run since. There is some body rust, around the windscreen and lower doors, but for the right buyer, this complete car could be a very worthwhile project – or a useful parts car.

I'm looking for offers around **\$1,500**

Please contact me, IAN REBGETZE 0429 604 368

### 1966 3.8 S (Classic S Type) – offers around \$10,000

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 3<sup>rd</sup> 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 carburettor 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.

### 1974 XJ6 S2 4.2 – offers around \$2,500



This dark green early XJ6 S2, located in Rasmussen, has been owned by Edward's father for over 20 years, and his declining health means the car has to move on. It hasn't been registered for about 2 years, but apparently is a runner. The interior has been refurbished in the past, as has the motor, but the bodywork and



paintwork need attention. It may be more suitable as a parts car than as a project, but only closer inspection will tell.

If you're interested in this Townsville car, or want more info, please call Edward on **0407 628 307** or send an email [edwardobrien@gmail.com](mailto:edwardobrien@gmail.com)

### 1986 XJ6 Sovereign and 1983/4 XJ6 Vanden Plas –\$3000 for both o.n.o.



For sale as a pair, is a 1986 XJ6 Sovereign and a 1983/4 XJ6 Vanden Plas. The Sovereign has a good body, and has had plenty of work done on it in the past, having been owned by Jeff Harris, and is a very good candidate for restoration. The Vanden Plas is probably more suitable as a donor car, with rust on the bodywork in the usual places. The interior and the seats are in good nick, with the driver's seat showing some signs of wear, and the car was a runner until quite recently. Located in Townsville.

Contact Jean Benton on 0401 871 726 for more details.





## 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.



Keyring - \$5



Belt Buckle - \$40



Keyring - \$5



Watch \$25



Belt \$20



Key Ring \$6



Key Ring/Watch \$15

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KEYRINGS ETC.  
PHONE JIM BATEMAN 0448 569 191**

## 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](mailto: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](mailto:jacksparrow5643@yahoo.com.au)



I still 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](mailto:millwind@bigpond.net.au).

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## Oil filter XR823395

The club is offering a couple of oil filters to members, at a bargain price!

We were given 2 oil filters at the All British Day Reviver a couple of weeks ago. "For Jaguar XR823395 XR8E6714 AB"

According to my internet search, part number XR823395 is the oil filter for  
V6 3 litre X-TYPE,  
V6 3 litre S-TYPE,  
XF,XJ  
LandRover 4/V6



If you would like to have one of these oil filters, for a donation of **\$10 towards All British Day 2017**, please contact me – Nigel, on 0400 599 637.

Note: - it's up to you to ensure that the filter will actually suit your car!!



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## USED REAR WINDSCREEN FOR XJ6 SERIES 2 - \$100

Also, Front and rear windscreen chrome strips, no joiners. Contact:  
Michael Lawler

Conroy Removals Pty Ltd, 479–483 Bayswater Rd Garbutt QLD 4814  
Mob 0432 827 660 or (07) 4774 7999

[townsville@conroyremovals.com.au](mailto:townsville@conroyremovals.com.au)



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## Cherished number plate JAG 682 - \$200

Used to be fitted to a club car, a 1982 XJ6 which has long since gone to another home. Priced well below cost.

Gold lettering on a maroon background. Located in Townsville.

Please call **0407 175 583** or **0438 124 782**.

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## Tie rod ends - pair

I have a pair of tie rod ends, part numbers JC27974/JC27975 (sealed unit, no grease nipple), which supersede part numbers C23077/C23080 (with grease nipple). Suitable for Mark 10, Classic S Type, 420 and perhaps others. These were sent to me by mistake by JAG PRESTIGE SPARES - I had changed mine only a few months ago!

Cost me \$190 plus freight, **but yours for only \$156.**

Contact: Nigel Miller, 0400 599 637 or [millwind@bigpond.net.au](mailto:millwind@bigpond.net.au).



The following businesses are supporters of the club by providing club members with genuine discounts on products and services. Please support them and remember your Membership Card to obtain discounts.



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FAX: (07) 4780 4679  
MOBILE: 0407 804 679

## JAG Prestige Spares, Melbourne

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](mailto: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.

## Businesses recommended by Club Members

**DYNOLINK**  
AUTOMOTIVE EXCELLENCE  
[www.dynolink.com.au](http://www.dynolink.com.au)  
Garbutt, Townsville Qld 4814  
Ph 4755 0000 Fx 4775 3513 Em [info@dynolink.com.au](mailto:info@dynolink.com.au)  
Owned by Gina and Adrian Lovelock

### DYNOLINK AUTOMOTIVE

Location: 6 Auscan Cres,  
Garbutt Townsville Q4814  
Directions: 1. Turn up Whitehouse  
St off Bayswater Rd at the  
roundabout.

2. At "T" junction turn left &  
1<sup>st</sup> left again into Auscan Cres.  
(Dynolink on left side) (Adrian has  
experience with Jags)

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Fax: 4729 0762  
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2 Hogan Street  
Stuart QLD 4811

### **Dymock's Mechanical**

2 Hogan St, Stuart, Townsville QLD 4811

for Roadworthy checks and repairs

Contact David: Ph 4729 1222 & Fax: 4729 0762

Mobile: 0412 610 655

Email: [ddymock@bigpond.net.au](mailto:ddymock@bigpond.net.au)

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