



NORTHERN JAGUAR MAGAZINE



ALL BRITISH DAY

Sun 14th June 2015

JULY 2015 - EDITION

CALENDAR OF EVENTS 2015*

CLUB MEETINGS: Time: 7.30PM on 1st Wednesday of each month except January and December (no meeting)

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

*Note these events are only suggestions at this stage until discussed at our meetings.

<u>FEBRUARY 2015</u> Wednesday 4th Sunday 22nd	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld Drive via Woodstock to Giru Hotel for lunch.
<u>MARCH</u> Wednesday 4th Sunday 22nd Fri/Sat/Sun 27,28,29th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld Sausage Sizzle Willows Markets Overnight Tablelands (Yungaburra Markets Sat Morning)
<u>APRIL</u> Wednesday 1st Easter 3rd to 6th Sun 19th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld Easter Holidays Lunch at Forrest Beach (Early run this month because of Easter & Anzac Day 25th)
<u>MAY</u> Wednesday 6th Sunday 24th Sat/Sun 30th/31st	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld Sausage Sizzle Willows Markets Overnight Airlie Beach
<u>JUNE</u> Wednesday 3rd Saturday 13th Sunday 14th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld International Meet & Greet (Location TBA) All British Day at Cathedral School (confirmed)
<u>JULY</u> Wednesday 1st Sunday 12th Sunday 26th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld Sausage Sizzle Willows Markets Run to Tyto Wetlands, Ingham (Lunch at the Café)
<u>AUGUST</u> Wednesday 5th Sat/Sun 29/30th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld Trip to Dingo Beach North of Bowen
<u>SEPTEMBER</u> Wednesday 2nd Sunday 13th Sun 27th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld Sausage Sizzle Willows Markets Drive to Charters Towers for lunch
<u>OCTOBER</u> Wednesday 7th Sun 25th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld Drive to Balgal Beach with T'vle Historic & Vintage Car Club & Mini Club
<u>NOVEMBER</u> Wednesday 4th Saturday 21st Sunday 22nd	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld Christmas Dinner at Nicks Restaurant, Yungaburra-Confirmed Recovery Breakfast/AGM (Yungaburra Hotel-Confirmed)

NOTES:

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

Sunday Runs: These runs are now only held in Townsville if there is sufficient interest. If you are interested or driving through, give one of the Committee members a call to discuss.

CLUB CONTACT INFORMATION

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SOCIAL EVENTS

Sat 13th June - INTERNATIONAL MEET & GREET NIGHT



A lovely mixture of different main > sweets and a couple of drinks to > What more could one ask for. A bit of chit-chat and then it was > start on Sunday for All British Day.

Saturday night members and past members gathered at Reg & Jan's home for an enjoyable meal & catch up.



course meals, followed by beautiful wash it down.

goodbye and off home for an early

Thank you Reg and Jan for your hard work and making your home available for the function.

Sun 14th June - ALL BRITISH DAY



*Best Motor Bike 2015
Won by Richard Sweeney*



*Best Car 2015
Won by Laurie Butcher
"1979 XJS Coupe"*



*Best Display 2015
Won by the Mini Club*



A beautiful old Taxi



Sun 14th June 2015 - ALL BRITISH DAY (Continued)



*"Mother Nature" turned on another beautiful North Queensland day for a great ALL BRITISH DAY 2015
THANK YOU TO ALL WHO PARTICIPATED*



COMING EVENTS

DINGO BEACH NTH OF BOWEN

SAT/SUN 28/29th AUGUST

(Members interested in going on this trip please contact & discuss with Jan ASAP (47213636) as accommodation is minimal.)

Meeting place & time etc to be decided at next meeting 5th August.



COMING EVENT



LAST SAUSAGE SIZZLE

SUNDAY 13th September 2015



With only 5 members turning up for the previous Sausage sizzle on Sun 12th July, it was a hectic morning. Our sales were not the best, but we were all kept on our toes as the wind was relentless. Tents were going in all directions we nearly lost ours a number of times. Poor Morry must have had sore arms by the time he got home as his job was serving the customers and in between times hanging on to the supports of the tent. Reg used one of our smaller gas bottles to anchor down one side after a customer caught the tent as it was about to take off. Then another side was tied to the near-by palm tree. Thanks to Jim and Peter for the cooking and David who came later. We sold most of the sausages and were left with small servings of bacon, onion and bread but we still have heaps of soft drink and water which hopefully we can sell at our next sizzle in September.

Our September sizzle will be our last as it is no longer profitable, as well as all the preparation work that goes into it prior to the day; such as ordering bread, onions, sausages, buying ice, bacon, softdrink, sauces etc. Then comes trimming the bacon, packing the vehicle the day before, with the tent, BBQ, utensils, heaters, tables etc etc etc. Sunday it's up at 5am and off to the markets to set up the tent, tables, BBQ, eskies and then when finished pack up again and wash and clean all the gear and pack it away until next time. Next year lets hope we can find another type of fund raiser that doesn't involve so much work. Jan Fels



COMING EVENTS

DAY TRIP TO CHARTERS TOWERS FOR LUNCH

SUN – 27th September 2015

Details to be discussed as next meeting Wed 5th August 2015

SAD LOSS OF A MEMBER

I am extremely sorry to inform Members that our long time member and friend John Baker from Cairns, passed away last Saturday 1st August 2015. On behalf of Members, I pass on our sincere condolences to John's wife Monica and Family at this very sad time of loss. Both John and Monica joined us on many of our Club's events both in the north and in Townsville for the All British Day and Christmas functions etc and John will be sadly missed.

*John's Funeral will be held this coming Friday 7th August 2015 at 3pm
at the Cairns Funeral Directors, 19 Pease St, Manunda, Cairns Ph:4053 7499*



T'vle-Xmas 2010



Atherton 2011



Cardwell –Xmas 2013



Atherton 2012



GET WELL SOON



Our long time Member "Fred Nannestad" is now home from hospital after his operation. We wish Fred all the best for a speedy recovery and look forward to his company again at our meetings and outings.



REMINDER - FEES DUE

MEMBERS FEES \$95 ARE DUE 30th June 2015



\$90 If you pay before 31st July 2015



MEMBERS STORY

Sunday, 21st June 2015

(Part 3)

By Nigel Miller

Before I start on Caspian's progress, I thought you might appreciate a couple of pics of his predecessor, ASLAN.



Just rearing to go, in the African sunshine



ASLAN, all alone in the driveway. I'd just popped inside to top up my champers!

I bought the Mark IX, manufactured on 5th February 1959, in May 1988. It had been delivered by Jaguar Car Exports Ltd to the then Rhodesian distributors. It had a bare metal respray to its original colours, Indigo and Cotswold Blue. The original owner had kept the car until a year before I bought it, so I was the third owner. I (and the rest of the family) was heartbroken when the car was sold in the early 2000's, in preparation for our move to Australia.

Back to matters Caspian:

Progress since my last article has been slower than I would have liked, but at least it's been steady. The biggest hassle has been waiting for spare parts - no real problem sourcing them, but delays in actually receiving them have been frustrating. I've now been advised that the spares I ordered that were not in stock, have now arrived in Australia, but have been held up at Customs. Tick-tock.....

Cooling system

While cleaning around the general engine area, I removed the header tank, which showed evidence of a split seam, so I took it to Bayswater Radiators for them to perform their usual magic. Interestingly, the radiator and header tank were made in Australia, although they are clearly original items. The header is now looking as new, and I managed to add mounting rubbers to my spares order.

Brakes

Greg at Brakeforce told me I could probably get the old calliper pistons re-sleaved for a fraction of the cost of new ones.

One brake rotor had a small chip on the circumference which made me suspicious that it might cause a roadworthy failure, so I took both of them to David Dimmock, who said he "probably" would pass them. In the hope that I can rely on his "probably", I've sent the front rotors and callipers off to Brakeforce, and they've come back shiny and new-looking. At last I can re-assemble something!!



Yes, this is what the old calliper dustboots looked like, No wonder the pistons were u/s. I sourced a new genuine calliper kit from USA, through Ebay.



Good as new, and ready (nearly) for action! Great job Greg. Thanks to you and all at Brakeforce.



And here's the offending chip on the edge of the rotor, which appears on the reverse face as well.

The rotors have now been re-fitted, and the bearings re-packed. The rotors were skimmed down from 12.7mm to around 12.3mm - well over the minimum of 11.5mm - but re-fitting the callipers is a continuing challenge. I couldn't find my set of feeler-gauges anywhere, so I had to go out and buy another. I hadn't kept the old shims in any kind of order because I knew the brakes would have to be re-set, but I didn't realise how difficult it would be to manipulate these shims in to place - and every time I re-calibrate the clearances and calculate the required shim adjustment to centralise, the new unequal clearances seem to defy logic. Trial and error will no doubt get things right in the end, but what a pain!! Still haven't looked at the rear brakes yet.

Front suspension

No progress here, except every time I look at this area, I feel I have to clean something!

There's a lot of work to be done here, and I think I'm going to need some outside help if I have any chance to achieve my goal of registration by the end of the year.

Engine

I'm itching to run the engine again, but daren't, without a cooling system.

The front right engine mounting looks very suspicious, so both must be replaced. In preparation, I've been staring at the front end for hours, planning how I'll tackle it. The workshop manual tells me it's a simple job:

Support the engine by the lifting straps. Unscrew the large set bolt and remove the large set bolt with the spring washer and plain washer.

Remove the two bolts and self-locking nuts securing the front engine mounting to the support bracket on the body side members. Repeat for the other side.

Refitting is the reverse of the removal procedure.

But of course, with an older Jag, nothing is ever so simple. The left mounting bolt is in plain view, but cannot be removed while the alternator is in place. The right mounting, which has pretty much collapsed, is hidden by the steering pump reservoir, which needs to be set aside to get access. I'm hoping this can be done without disconnecting the fluid pipes. If the radiator and fan were still in place, that would further restrict access. If I don't do this before the radiator goes back in, perhaps I never will!

This will be the first job I'll tackle when the spares arrive.

Electrical

Nothing to report - except I've optimistically bought a new maintenance-free battery in preparation for restarting the engine.

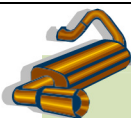
Bodywork

Left side filler cap hinge and compartment have been cleaned and de-rusted, and painted with iron oxide undercoat. New springs attached to the hinge, and new rubber washer for the filler cap (sourced from Clark Rubber) fitted. Right side, which is in much better nick, will get attention in due course.

Removed the headlights and trim from the bonnet. The chrome headlight surrounds are pitted and need re-chroming (any suggestions or tips from anyone?). I'll be replacing the old trim mounting nuts, which pretty much disintegrated on disassembly, with new nylox nuts, so any future dismantling (such as if/when Caspian gets resprayed?) will be much easier. The radiator grill is in surprisingly good condition.

That's all for now.

By Nigel Miller



PARTS FOR SALE

Brand new set of top and bottom Ball Joints to fit XJ6-Series3

Cost to buy new \$340 > Asking Price \$200
Phone: Peter 0431 224 061



JAG FOR SALE 1999 S-Type Sport



Rare 99s-type sport for sale . It has a factory 5speed manual (getragbox).
Recently had new injectors fitted new slave cylinder master cylinder & the car is in mint condition.
I have all service history books & everything is in original condition. Drives as good as it looks.



\$10,000 Not-Negotiable

Contact Murray Fuller 0407 021 958 (JCCNQ Member)



CLUB MERCHANDISE - FOR SALE

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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 Marcia Hogan on PH: 47886342 Email: mhogan12@bigpond.net.au to have your items inserted in next month's issue.

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