



# NORTHERN JAGUAR MAGAZINE



**AIRLIE BEACH RUN**

**Sat/Sun 30th/31st May 2015**

**JUNE 2015 - EDITION**

## CALENDAR OF EVENTS 2015\*

**CLUB MEETINGS:** Time: 7.30PM on 1<sup>st</sup> 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.

<b><u>FEBRUARY 2015</u></b> 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.
<b><u>MARCH</u></b> 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)
<b><u>APRIL</u></b> 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)
<b><u>MAY</u></b> 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
<b><u>JUNE</u></b> 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)
<b><u>JULY</u></b> 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)
<b><u>AUGUST</u></b> Wednesday 5th Fri/Sat/Sun 28/29/30th	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld Trip to Undara National Park (lava tubes) - yet to be confirmed
<b><u>SEPTEMBER</u></b> 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
<b><u>OCTOBER</u></b> 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
<b><u>NOVEMBER</u></b> Wednesday 4th Saturday 21st Sunday 22nd	<u>Meeting</u> at Comfort Inn Robert Towns Motel, 261 Stanley St, City, Townsville Qld Christmas Dinner (To be decided, maybe Lucinda or Kurramine Beach?) Recovery Breakfast/AGM (To be decided, maybe Lucinda or Kurramine Beach?)

### **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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Web Page [www.jagnq.com](http://www.jagnq.com)

## MANAGEMENT COMMITTEE

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## SOCIAL EVENTS



### AIRLIE BEACH RUN Sat/Sun 30<sup>th</sup>/31<sup>st</sup> May 2015

On the weekend we clocked off another fun Jag event from our monthly calendar by driving our Jags to Airlie Beach. Although our numbers were small we still had a relaxing time and the weather did us a favour by remaining typical for this time of year in North Queensland. Those who made the trek were Jan, Reg, Jim, Aru, Peter, Marg, Laurie and Ian and Rita our members from Charters Towers.



We met up at Alligator Creek and by 8am we were on our way, stopping at Bowen foreshore for some morning tea. Along with Jan and Marg's fruit cake, we were also happy to taste Aru's beautiful and colourful Indonesian cake which interestingly was made on the stove top. (looking forward to that recipe Aru.)



We reached our destination in Airlie Beach around 11.30am. A group of us decided to take a walk down to the town centre and the markets, while Reg and Pete had their "nanny naps" following up with some drinks beside the pool where we had a good chin wag and a good laugh at Pete's jokes from his joke book. It was stimulating to catch up with Ian and Rita and chat about their travels. Once again our Jags made an exciting topic for Staff and other guests at the Motel when they were all lined up together to be admired.

Dinner in the Restaurant was another highlight where we sampled some beautiful meals from the menu and we were joined by our Airlie Beach members, Wok and Woody.....

Sunday morning, after a leisurely breakfast we set off for a drive to Dingo Beach where we sat around and had ice cream and another chin wag. Heading off to Rose Bay in Bowen for our morning cuppa and cake, firstly taking a tour around Bowen's beautiful beaches, we finally set off for home.



By Margaret Krause



### A short story from our Member "Woody" (Janelle Eastwood, Airlie Beach) about her inclusion in the "Tour de Cure - Signature Tour" fund raising biketrip.

Basically there was 110 full time riders in the signature Team. I was lucky enough to be one of them! I was in Team Sunrise!! Each team member commits to raise \$12,000 and above! We also have to pay our own way. Tour De Cure is in it's 9<sup>th</sup> year and is committed to Fighting Cancer for Everyone. Tour De Cure Funds research, support and Education programs. All of the money we raised goes to this!! We rode 1340 km from Adelaide to Melbourne. Along the way we visited Victor Harbour, Meningee, Robe, Mt Gambier, Warnambool, Apollo Bay, Geelong and we also visited schools and held community dinners along the way.

In each town that we stayed the Tour De Cure donated \$10,000 to a local hospital, volunteer ambulance group, Camp Quality- a different need in each community we visited, so over the 9 days we donated \$90,000.00.

It was an amazing experience, tough and challenging personally, but overwhelmingly humbling to be part of something giving back to small communities.

Congratulations Janelle on your extraordinary & wonderful effort, from members of the Jag Club Nth Qld



## COMING EVENT



Tyto Wetlands Centre



Over 200 species of birds

### **TYTO WETLANDS OUTSIDE INGHAM**

**SUNDAY 26<sup>TH</sup> JULY & LUNCH AT THE CAFE**

Info Centre PH:47764792 and "Tiddaliks" Café PH:47766832

(Meeting place & time etc to be decided at next meeting 1/7/15, and Members advised accordingly via Newsletter or email)

## COMING EVENTS

### **UNDARA NATIONAL PARK (LAVA TUBES)**

**FRI/SAT/SUN- 28/29/30 AUGUST 2015**

There has not been much interest by Members to participate in this trip, so it will be discussed again at the next meeting and possibly replaced with some other location.

## REMINDER - FEES DUE

**MEMBERS FEES \$95 ARE DUE 30<sup>TH</sup> June 2015**



**\$90 If you pay before 27<sup>th</sup> July 2015**



## MEMBERS STORY

**Monday 11th May 2015**

**(Part 2)**

**By Nigel Miller**

My daughter Jamey has come up with a name for the Jag - "**Prince Caspian**", or **CASPIAN** for short.

A bit of background: my first Jaguar, bought in Harare Zimbabwe in May 1988 was a magnificent Mark IX (at least it was magnificent when I had finished with it!). At that time my daughter Jamey was 6 years old, and into her My-Little-Pony's, tormenting her little brother, and The Chronicles of Narnia, a make-believe world whose Guardian is a talking lion ASLAN, the King of Beasts. The Mark IX was such an imposing, regal car, it naturally was named after the wise and compassionate figure. Anyway, Jamey came around at the weekend to inspect my new purchase, and while she was impressed - and almost as excited as I am - she declared that nothing can replace ASLAN (the car), except perhaps Prince Caspian, who eventually became King of Narnia. So, **CASPIAN** it is.....

- Caspian's bodywork has a few minor spots of rust, but the original Warwick Grey paintwork was seriously oxidised. I used Meguire's Compound on a couple of panels, followed by Armour-All Wax Polish, and the results are quite satisfying - although not as brilliantly shiny as I would like. I've done about half of the car so far, and my critical eye detects some of the panels are slightly discoloured with age, but I feel that I can get away without a respray at this stage, so I can concentrate on other priorities.
- The left side fuel filler flap hinge was rusted closed. I managed to manipulate a spanner in to remove the cover from the hinge, which then allowed me to remove the hinge itself. Both filler recesses are scaled with rust, but it hasn't penetrated into the metal, so I think it can be removed and treated without any replacement body parts. The overflow pipes are quite blocked (hence the rust) and will need to be either unblocked or replaced.
- The cooling fan is loose and wobbly. I couldn't tell if this is caused by a loose fitting or a collapsed bearing without getting access by removing the radiator. Radiator hoses are hard, and all need replacing, so that has just been removed and

will be sent away for reconditioning. The thermostat housing is corroded, but should be salvageable. Haven't yet had a chance to examine the fan.

- The windscreen washer bottle doesn't work in situ. I've removed it and cleaned it up, and it works quite well on the bench. Windscreen wipers were torn and bent, but the glass is unscratched. I've removed the blades to protect the glass.
- The burgundy leather upholstery is generally in good condition, with one large tear in the driver's seat. I've removed the passenger seat and started to treat the leather with OAKWOOD LEATHER CARE to see how it comes up. All the seats will need to be re-upholstered as the foam rubber has deteriorated, and leaves a fine dust everywhere.

**Tuesday 26th May 2015**



*Well, I've polished the important bit!*

I have to restrain myself! I get carried away cleaning and scraping etc, when I should be focused on more important matters.

My primary aim is to get the car registered as soon as possible - beautifying it can be done later, or fitted in while waiting for spare parts. **And I've set myself a deadline for registration by the end of the year!** I have to be reasonably careful with the pennies, so this won't be a "chequebook project"..... but I won't accept cutting corners. So what needs to be done to get that precious Road Worthy Certificate? I've made a list of what I think are the most important jobs to be done:

### The Smell

- Within days, Caspian was really ponging, and blow flies abundant 🪰. For the life of me, I couldn't find the culprit, though of course it must be something dead. I put up with it - surely it couldn't last forever! - but while furling about, I removed the air filter housing, gaining access to an enclosed compartment in the front right wing, and found a very large ex-rat..... now consigned to the bin! You should have seen the face on the young man

Auto-1 when I took the filter in as a sample..... Don't know where it came from, but it's gone now!!! 😊

### Cooling system

The radiator hoses were hard and crackly, and the fan was "wobbly".

- Removed the radiator and hoses up to the heater unit, the thermostat housing and water pump. Sent the radiator to BAYSWATER RADIATORS for reconditioning - their report indicates 50% blockages! Unit has now been returned, painted gloss black. The vanes have been straightened, the drain tap removed, polished and replaced, and a complete hose kit ordered from Jaguar Prestige Spares (JPS).
- Removed the water pump - it seems to check out ok, no play and moves freely, so will replace as is.
- Removed the thermostat housing, which looks a bit corroded, but is serviceable. The thermostat itself was unserviceable, and will be replaced with a generic hi-flow thermostat from Supercheap Autos.
- Removed the fan and viscous coupling. Fan and pulley seem absolutely fine, but the viscous coupling has collapsed - hence the wobble. Ordered a new unit from JPS - although they had to be prompted to match a better price I had from elsewhere.
- While I was in the general area, I removed the alternator, to get access to clean the l/h engine block, and to give it a good clean. I've no reason to suspect it's faulty, so will replace as is.
- With the radiator and fan removed, I wanted to clean up many decades worth of oil and grime from the front of the engine, so I removed the bonnet and got my hands dirty. (I love the XK engine - so much aluminium to polish.....)
- Reassembly will happen when the spares and new gaskets arrive.

### Brakes

- Removed the front callipers - the seals are torn, the pistons are probably unserviceable, and the brake pads are at the limit - 1/4in. Ordered calliper kits, pistons and pads. When they arrive I'll send the callipers to BRAKEFORCE for reconditioning, and hopefully they'll return better than new.
- The pistons are hellishly expensive - \$380 for a set of 4! *Tip - never let your brakes deteriorate to the point where the pistons are damaged.....*



- Haven't had a chance to look at the rear callipers - I only have one set of axle stands - but I suspect they are in a similar condition - they are leaking fluid, and will obviously need attention, but let's hope I can get away without replacing the pistons!!
- The front brake rotors are around 13.2mm thick - well within the minimum thickness required of 11.5mm (Thanks, Reg, for the info). There's surface rust on them, so I'll send them away with the callipers, for skimming.
- Haven't even looked at the master cylinder and servo unit - but no leaks, and no obvious indication of any problems.

#### Front suspension

- I've only had a visual examination, but the lower ball-joints are history, and upper wishbone bushes are visibly cracked/perished, so most if not all of the wearing parts will need to be replaced.

#### Engine

- Seems to be running sweetly, so I'm hoping there's nothing to be done here, but I suspect there's a blow from the exhaust-side cam-cover, so I'm ordering a precautionary cam-cover gasket set.

#### Electrical

- Battery needs replacement
- Rev-counter and clock not working
- Windscreen washer not working. Removed it, cleaned it, and it works fine on the bench.

#### Bodywork

- L/h side petrol filler cap was rusted closed. Managed to open it slightly, to get access to the fitting, and removed the flap, then the hinge. The recess was full of water, so the drain is blocked. Removed the water and the rust - just surface rust thank goodness. Hinge needs new springs. R/h filler cap opened ok, but has similar problems.
- Chrome work is generally in good condition, but some pieces will need to be re-chromed - but this shouldn't affect the RWC so is being filed as a future job.
- The windscreen and rear window rubbers are badly weathered, and will need replacing for the RWC. The door rubbers are also u/s. I priced the rubbers individually, but it's far better to get a full rubber body kit, which includes all the mouldings used on the car, including window, side-light, headlight, overrider mouldings etc. *Tip - These kits can cost anything from \$1700 in Australia - but they're half this price if you source from UK.*
- As noted before, the paintwork is original, but badly oxidised. I've used a cutting compound on most of the panels to see how this would improve it. Seems to be much better, though not by any means where I want it to be. I'll continue with the compound and polish, but I suspect eventually I'll get the car professionally resprayed. Another job for the future.
- There are a few minor rust spots - pinpricks really - which should not impact on the RWC.

#### Interior

- Woodwork is complete, but the varnish is weathered in places.
- The red/burgundy leather seats need some attention. There's a sizeable rip in the driver's seat swab which will need to be replaced, as will one panel on the back of the passenger seat. Some of the Dunlopillo cushioning in the seats has deteriorated, leaving a powdery trail. There's a hole in the rear seat swab that can be repaired. Normally this would wait until after the RWC, but the driver's seat needs attention now - so I've taken all the seats out, and taken them to Paul Walsh at NORTH QUEENSLAND TRIMMING. I inherited some leather dye from the previous owner - let's hope this will be sufficient for the leather repairs needed.
- The carpeting is badly worn, but serviceable for the time being.

This list is bound to get longer as time goes by - let's hope I can tick off these jobs and get the car registered in my time-frame - the end of **this** year.



*Caspian in his heyday, November 2005.*



*The poor young man as he is today - at least some of the dirt has been removed!*

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



### **4 tyres and rims to fit XJ6 Series 1,2, 3.**

Tyres OK. Rims have no gouges or gutter scrapes, just need a little TLC

\$240 ono the lot Contact Rory 0458 343 366



## **JAG FOR SALE 1999 S-Type Sport**



Rare 99s-type sport for sale . It has a factory 5speed manual ( getrag box).

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**

< Mugs \$10ea, Coolers (4 colours) \$7ea >  
Key Rings from \$5ea >>  
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**Ted and Jim's "BAZAAR"**

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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](mailto:mhogan12@bigpond.net.au) to have your items inserted in next month's issue.

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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### 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

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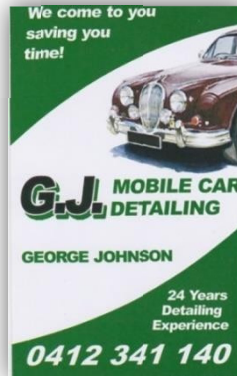
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Other businesses recommended by club members .



A funny to fill the page

An elderly married couple were at home watching TV.  
The husband had the remote and was switching back and forth between  
a fishing channel and a porn channel.

The wife became more and more annoyed and finally said:  
"For god's sake! Leave it on the porn channel. You know how to fish!"

