



Jaguar Car Club of North Queensland Inc.
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NORTHERN JAGUAR OCTOBER 2021

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A Word from the President Nigel Miller



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NOVEMBER 2021

As this year winds down towards Christmas, our thoughts inevitably turn towards year-end festivities and the holiday season. We can look forward to at least some relaxing of travel restrictions, but we're still a long way from the "old" normal

*This year we're again holding 2 Christmas Parties, one in Townsville (where most of our members live) on **Saturday 4th December** and another in Mission Beach on **Wednesday 8th December**, more convenient for our regional members. Tickets are available now, with subsidies available to all club members – even if you attend both parties; so check out the flyer printed elsewhere in this newsletter, and we look forward to seeing you there.*

*Our club's struggles to find a long-term home for our monthly meetings continue. We don't know yet where our next members meeting, scheduled for **Wednesday 10th November**, will be held, but we'll come up with something and let you all know through the usual channels. We're still working on securing a permanent Clubhouse – which would solve so many things in one hit – but the process is long and slow. We'll just have to be patient, and of course all the numbers will have to line up before proceeding. But our collective fingers are crossed*

*The Tour de Cassowary and the ABD Reviver events are now behind us. Those lucky enough to have attended one or both of these outings will attest to how much fun they are. The "Tour" is brilliantly organised by the FNQ Restorers Club and is so well-attended that I heard mutterings of potentially limiting participation numbers next year! So, if you plan on attending next year, you'll need to book your accommodation as soon as possible for **Friday 21st and Saturday 22nd October** at Kurrimine, to avoid disappointment. I've already booked!*

I'm temporarily unable to drive for a few weeks, so this is an ideal opportunity for you to get out in those lovely Jags and REALLY make me jealous! Hopefully it won't be too long before I'm back behind the wheel, but these things can't be rushed. Absence really does make the heart grow fonder!

Keep those Jags purring – they'll love you for it

UPDATE: NOVEMBER MEETING:

Yes folks - we have another different location for this month's Month Members Meeting!

On Wednesday 10th November we'll meet at the Royal Hotel in Stagpole Street, Townsville.

The meeting proper will start at 7:00pm, but we'll start gathering from 6:00pm for socialising/drinks/refreshments.

The Royal is not able to offer meals, but you are all welcome to bring along pizza or take-aways, or whatever you feel like eating.

As usual, we have a lot to discuss, and we'd love to hear your perspective on all club matters, so please make every effort to attend if you can.

See you there!



OCTOBER 2021

I can't believe it's been so long since I wrote a Jag Central article! The muse has obviously deserted me, but I'll make a huge effort to get these contributions back up and running. Somebody once told me they enjoyed them, so at least one person reads them.....

Although I haven't been writing much, the work on my cars goes on. I started writing this article back in April

The Purrly Queen – 1965 3.4S



In the last week I've been giving the lady some overdue love and attention. Just little things but nevertheless, needed to be done.

Firstly, the fuel pumps have been incredibly noisy since I took over as her guardian. They've worked fine though, so I've left them well alone. But, on our visit to the Easter Hub Rally in Atherton a few weeks ago, performance at altitude was sadly lumpy and jerky. Fine again when we got back to sea level, but nevertheless worrying. Time to look at the fuel delivery

system.

Those familiar with the original SU points-activated low pressure fuel pumps, will be familiar with the comforting "click-click-click" of the fuel pump when turning on the ignition, then it slows down and almost stops when the fuel has reached the carburettors at operating pressure of 1.5 – 3.0 psi. (Remember, this is pre-fuel-injection which is much higher pressure).

Modern electronic replacement pumps however do not slow down once operating pressure is reached – leaving you with the uncomfortable impression that fuel is being discharged through the overflow pipes onto the ground!!

My pumps were excessively noisy because they were not fixed on rubber mounts, but had been attached directly to the inner side of the fuel filler cavity, a perfect echo-chamber and amplifier for any noise!!

Anyway, this is what I did to fix the problem.....

I secured 4 rubber mounts from UK for the pumps. This might sound like stupidity to import such a thing, but they are small and light, came in with other parts I needed, and cost less than \$4 each delivered to my door. On the right side I fitted a brand-new old-style points-activated SU pump which I had in stock, in the correct location with the right rubber mounts. On the left side I fitted a reconditioned old pump, also in the correct location etc-etc.

Incidentally, I have a box full of old SU fuel pumps, and every now and then I go to this box and make up a good working pump from all the bits available. It's not time-effective but it keeps me off the streets.....

Correct fuel pumps fitted on original mountings in the right place, I filled both wing cavities with insulation (pink batts actually) and fitted new covers I made a couple of months ago.

I've just driven 150 miles to Ayr and back. The pumps work perfectly, and are barely audible. It's so much quieter in the car. A win.

Secondly, while fiddling with the fuel pumps, I set about sorting out (or trying to) the rough running of the car at altitude. My immediate thought was that this was fuel related, so I drained the right-hand fuel tank, cleaned the in-tank filter and replaced the drain plug with a new rubber seal. All good, bottom of the tank is now bone dry and no sediment left in the tank.



The left-hand tank is a different story (isn't it always?). I set about this shortly after returning from my Sunday drive to Ayr, thinking this was just a routine maintenance job. Firstly, the drain plug shifted slightly, enough to start leaking, and then refused to budge any further, no matter what I attacked it with. As a result of my efforts, the bottom of the fuel tank now has a crack in it, so the whole thing is probably now useless. There's now no option but to remove the exhaust tail-pipe and tank and really see what's going on. I have another fuel tank in my spares car, but there's no telling if that's in any better condition. Guess I'll be concentrating on that for the foreseeable future.

Thirdly, my indicator self-cancelling has never worked properly. When I first got the car, I bought a new indicator mechanism. The original one fitted to the earlier S Types is no longer available, so I got the replacement one. It has more wires than the old one (8, rather than 7) and being chromatically challenged, I enlisted the help of an auto-electrician to help connect it all up. \$200 thanks very much!!

However, the self-cancelling actuator would not operate the new mechanism, so for a couple of years I laboured on manually cancelling the indicators – most of the time! I've lost count of the number of drivers giving me quaint hand signals about my



indicator (I think!). I would happily wave back, thinking how friendly my fellow citizens are.....A couple of months ago I set about adapting the actuator to the new mechanism, and for a day or so all was working well. THEN, the left side indicator stopped self-cancelling, but the right was working just fine. No need to worry though. I'm still ahead of the game, aren't I? Today though, it all got a bit too much, so I took the covers off and had another look. What I saw was unusual. I've never heard of this one before.....

Highlighted by the arrow, you can see a small brass serrated pin, holding a tiny sprung lever which rolls against the spring steel fitting below, which prompts the mechanism to self-cancel. This lever, spring and pin had worked loose and were sitting on the lower switch cover assembly. I carefully replaced this back in position, tapped it gently but firmly to secure the pin back in its plastic housing, and Hey Presto!! It seems to work fine now. Of course, I can only test it on the hoist, not on the road, until I sort out the fuel tank issue.

UPDATE ON THE PURRRLY QUEEN TO FOLLOW IN THE NEXT NEWSLETTER.

IMPORTANT REMINDER ABOUT OUR CHRISTMAS PARTIES

Members and their guests are welcome to attend both parties but payment MUST be received in the Club account BEFORE 25 NOVEMBER 2021.

No ticket – No party.

INVITATION



Townsville Christmas Party

Saturday 4 December
6:00pm

Coffee At Tiffanys
257 Charters Towers Road, Townsville
BYO (alcohol)
Soft drinks available for purchase at venue

Northern Christmas Party

Wednesday 8 December
6:00pm

Mission Beach Resort
Wongaling Beach Road, Wongaling Beach
Alcohol/soft drinks available for purchase
Accommodation bookings - (07) 4088 8288
Mention Jaguar Car Club to receive special rate

The Details...

COST (per party): Members - \$30.00 Non-members - \$40.00	Payment Due Date: 25 November 2021
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- ♣ You are welcome to attend both Christmas parties, if you would like to
- ♣ Members are welcome to invite family &/or friends
- ♣ You must purchase a ticket for yourself and your guest/s BY THE DUE DATE
- ♣ Payment to be deposited into the Club account
ACC NAME – JCCNQ (Westpac Bank Castletown)
BSB – 034241
ACC – 334568
Important - Use your Surname + Xmas as the reference
- ♣ Please advise if you have any dietary requirements or food allergies

Contact: Glenda Unwin – membership@jccnq.com.au – 0411 577 097



MY MISTAKE

Glenda Unwin

Last month I wrote a story about how Wendy Anderson conquered Mt Bartle Frere for her 70th birthday.

Wendy actually undertook this climb to mark her **75th birthday**, not her 70th.

I believe this makes her even more remarkable!

Congratulations again Wendy, and my apologies for my mis-reporting.



OCTOBER EVENTS:

2nd October 2021 Cardwell by the Sea - Another weekend, more fantastic cars to admire! So good to see. Shared by Glenda Unwin



10th October 2021 - Sunday Prowl to Cafe Nova - shared by Glenda Unwin



A nice line up of Jaguars today. We tried to stay in convoy, but Garry managed to turn all the traffic lights red...just after he got through them, so the rest of us had to stop...and wait...and stop...and wait! We did all arrive at the cafe together though.

The food and drinks are always terrific at Cafe Nova. Thanks Dave and Allen. Peter enjoyed his favourite scrambled eggs, made with cream, especially for him.



Karen always manages to disappear when I want to take a photo of the whole group! Where were you Karen?

We had to put the 'children' at their own table so they wouldn't interrupt the adults. 😊

Thank you all for a fun morning.

Tour de Cassowary – 15-17 October 2021

Glenda Unwin

The Tour de Cassowary car rally is organised by the FNQ Car Restorers Club and starts out from Kurrimine Beach.

Nigel, Karen & Glen, and Doug and I travelled up from Townsville for the tour . We had our beach-front cabins again this year and as soon as we unlocked the door, we felt relaxed.

A big storm went right over Kurrimine Beach at happy hour time, so we gathered with other rally



goers under the shelter at the motel rooms. The overflowing gutter made things a bit 'interesting' when the rain was really heavy, but we were rewarded with a full rainbow on the beach after the storm passed over.

There was lots of chatter, laughter, catching-up, and flying bugs at our BBQ dinner on Friday night.

Up bright and early on Saturday morning to clean the rain and leaves off our cars, ready for the rally to begin.



We were each given an organic banana to eat along the way, as we passed across the starting line...yummy!



This year, the rally took us on the back roads of Tully and our mission was to collect 3 numbered pieces of sugar cane and 1 numbered banana for each car.

Our first stick of cane was in a bucket at Alligators Nest. This is a beautiful natural waterhole and looked so inviting, but the water was freezing cold....and we forgot to take our bikinis with us!



Our second stick of cane was in Tully, so we took advantage of the bakery and had coffee and the best sausage rolls.

Our third stick of sugar cane was at our lunch stop at Feluga Hotel. What a great country pub this is and the steak and coleslaw burgers were really good!



After lunch, we took a back road into Mission Beach and on to Bingil Bay café to collect our numbered banana. We enjoyed catching up with everyone (hadn't seen them since lunch time, 45 minutes ago 😊) and the cold ice-creams were too good for some of us to resist.

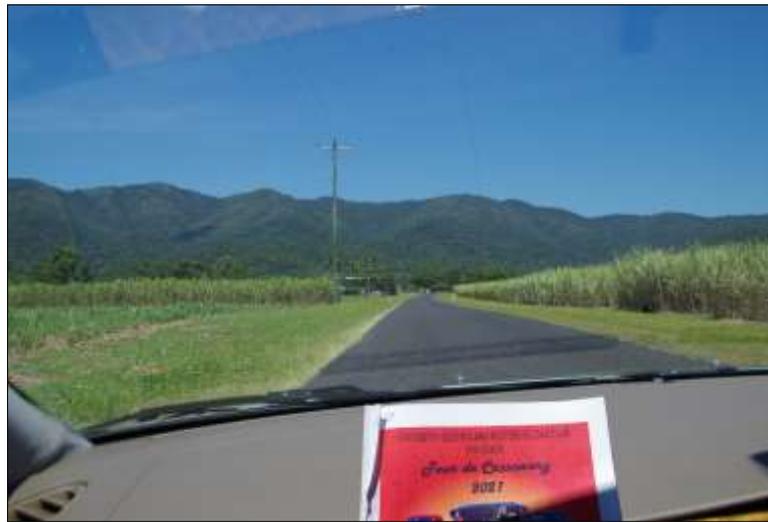


Our trip from Bingil Bay back to Kurrimine Beach was a timed section of the rally. I think we were 2 minutes slower than the nominated time. Must have been because of the slow cars in front of us.



Allan Blair and Fiona Halloran (FNQ Car Restorers Club) do a fantastic job of organising the rally and all the cars & participants. We are so fortunate that members of our Club are invited to join in all the fun of the rally. Hope more of members can join us next year.





ALL BRITISH DAY REVIVER

GIRU INTERNATIONAL HOTEL – SUNDAY 31 OCTOBER 2021- *Glenda Unwin*

The All British Day (ABD) Reviver event is a follow-on from our All British Day in June. This event gives us a chance to drive our vehicles and socialise with members from other clubs, over drinks and good food at the country pub in Giru.

We rocked up to the Stuart Hotel early and began our socialising!



The cars and bikes headed out west towards Charters Towers; the cars turned off onto the Woodstock-Giru road, but the bikers found a more interesting road (Mountview Drive??) that was more fun when you're on a bike.

Rosalie and Andrew and their staff went to a lot of trouble to make their pub 'British' with balloons, signs etc. and made us feel very welcome for our whole visit. We are very grateful to them for hosting our Reviver again this year. Thank you very much for everything.





We all enjoyed yummy bbq-steak sandwiches and sausages on bread, washed down with a few nice cold beverages.



Sunday 31 October was an extremely hot day this year. The heat made it uncomfortable for those driving classic cars (with no air-conditioning) and the bike riders in their leather gear.

It has been suggested that we move All British Day Reviver to a cooler month, possibly August, which is also closer to the ABD event in June. We will be consulting with the other clubs involved to come up with a date that suits the majority of calendars.

The number of cars and bikes that joined us for the Reviver was well down on previous years, however those who came along said they really enjoyed the day. It was great to catch up with friends and meet new friends. Thank you for taking part in our event and making it a fun, happy day. **T H E E N D**



FOR SALE



WORKSHOP MANUAL – \$125



Original workshop manual for Jaguars Mk VII – IX and XK120 – 140 – 150 with Automatic Transmission 1951 to 1961. In very good used condition. Located in Townsville. Can arrange postage if required.

Contact Nigel, on 0400 599 637

ROAD TEST REPORT Mark IX – \$25

This is an original copy of the Road Test Report for the Jaguar Mark IX, published by The Motor magazine (U.K.), October 8th 1958, It's in v. good used condition. Located in Townsville. Can arrange postage if required.



Contact Nigel, on 0400 599 637

OWNERS MANUALS - \$100 FOR THE PAIR



The Mark 10 manual (left) is in near perfect condition, while the 3.4 and 3.8 'S' Type one is in average condition with some water damage.

Contact Garry Lapham on 0417 778 685

Please contact Nigel at millwind@bigpond.net.au if you have a car or anything Jag related you want to add to this FOR SALE listing.

WISHING ALL OUR MEMBERS THE BEST OF HEALTH

*In particular our President Nigel
- speedy recovery and keep dreaming about being back behind the wheel.
It won't happen overnight - but it will happen!*

***CHEERS TO ALL MEMBERS WHO HAD BIRTHDAYS, ANNIVERSARIES ETC RECENTLY -
HOPE YOU ENJOYED YOUR CELEBRATIONS***

