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# Cat's Tales

Newsletter of the

**Jaguar Drivers' Club of Queensland Inc.  
Sunshine Coast Register.**

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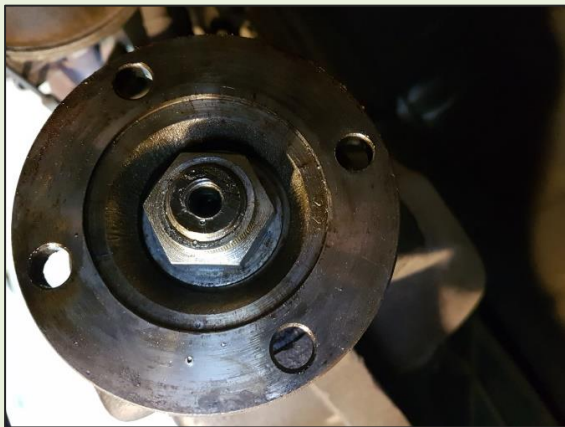
## JAGUAR WORKSHOP DAY 29 SEPTEMBER

*By .. Lindsay Price - Chairman Sunshine Coast Reg.*

During our recent visit to Dissection Connection run by Jamie and Deb Cook in Gympie, Jamie asked if anyone had replaced the pinion seal and gearbox mount on a Mk 2. Merv Jackson said that he had so it was arranged for Jamie to bring his car to my home and, with Merv's help, replace the seal. Thinking this would be a great learning experience for many of us I arranged for a workshop day at my home. Being on acreage with a large workshop shed, what better?

Jamie and Deb arrived at about 9.30 and were soon followed by others. After a morning cuppa where the details of work were sorted out and the car given a chance to cool it was into it.

Jobs to be done were: replace the pinion seal, replace the hand brake cable, and replace the gearbox mount rubber. First thing was to put the car up on axle stands front and rear. Jamie positioned the rear stands under the body mounts so that the rear axle would be as far away from the body as possible. Good point!



While the differential oil was being drained, the drive shaft was disconnected from it and then secured up under the car giving clearance for the next stage. The Drive flange bolts were 9/16 AF. Next was the removal of the drive flange. This needed a steel brace to stop it turning because the hand brake would not hold as the pinion shaft nut was being removed. The pinion nut is 1 1/8 AF. It put up a bit of a fight but with 11 determined amateurs it had no chance.

The drive flange was drawn out from the differential with a slide hammer and gear puller without trouble. Finally, we were down to the seal.





The seal was removed in the conventional way and replaced with the new. The new seal is about 80 mm dia and was seated with a short length of 3" pipe. After that it was reassembly easy applying lock tight to the threads as we went.

While team 1 was working on the differential team 2 was attacking the gearbox mount. This job was simplicity in itself. Mind you it was balanced by the difficulty team 3 were experiencing with the extra job of securing the alternator mounting bracket. More on this later. The gearbox mount is secured by 6 bolts into

the floor of the body. 5 and 1/2" while the middle left is 9/16". There are also 2 1/2" bolts into the rear of the gearbox. Before removing the bolts, the gearbox was supported on a trolley jack with a piece of ply wood to spread the load. Before removing the support, the position of the mount is carefully marked on the floor of the car. This is because the position is critical in the suppression of vibration in the drive shaft. Once removed the support is cleaned and the rubbers replaced. The support is then bolted back in place and the alignment marks checked. All OK! Job done.

Meanwhile team 3 were having their own adventures. It appeared the problem with the mount was a missing bolt. In itself that would not have been a problem except for the location of the bolt and the fact that they had lost 2 bolts in the mechanical maze and they could not be found. Finally, with a long blast on a ship's steam whistle it was time to stop for lunch.

All enjoyed the BBQ lunch and it was good to stop for a while because the day was one of the hottest days we have had this year. Luckily my work shed is insulated so the conditions were not too bad.

After lunch it was back to it. Team 3 were back at the alternator while team 1 was replacing the hand brake cable. Soon all work was finished and checked. It is a good feeling when all planned work is done and no remaining troubles.

This was such an enjoyable day we plan to have another so if you have a job on your car and we can make a workshop day of it please let me know. I do have a good workshop. No hoist but axle stands work well if you are fit and most jobs are not under the car.





## NOOSA CLASSIC 1<sup>ST</sup> OCTOBER 2017 .. *By Stu Gross*

Hey, what can I say? It was a car show. Wendy doesn't do car shows so I was tasked with taking photos and submitting a write-up.

In addition, Lindsay asked if I would attend and I said "yes".

There were lotsa nice cars (American, British, European and Asian). Around 200-250 cars altogether.



I was impressed with the Noosa Car Clubs organisation of the event. They had their members directing traffic when we arrived and when we departed.

Since I had pre-registered, entry to the event was easy. They directed me to the JDCQ area and Sunshine Coast member Bob Lewis was there to aid in positioning our vehicles. "Thank you", Bob.





This year Holden was the "Marque of the Show". There were plenty of Holden's on hand. Even so, Jaguar was well represented.

Jaguar owners did well in the judging and walked away with a few awards (as it should be). In particular, Tony Herald took home an award for his immaculate XJS. Tony wasn't around when the judges inspected the XJS and I had to pop the bonnet for them. Therefore, I am going to take partial credit for his win. ☺ Goodonya, Tony!

*In case you want to see more cars.....*





## **THE "RUN" THAT BECAME "LUNCH".**

*By Wendy Gross with thanks to Ian McKinney for the pictures*

We were scheduled to lead the October Sunday Run on 15<sup>th</sup>. After couple of recces a delightful Spring day meander through the hinterland was in place, Buderim Tavern was booked and the acceptances from over 30 people were in. We'd even picked out what we would eat from the menu and I had decided what cake to bake for morning tea- it was carrot cake with cream cheese icing in case you are interested.

And then it rained very heavily on Saturday morning. The BOM was showing that it had got this forecast right, almost down to the exact time the rain would start. A quick scan of both Weatherzone and the skies outside made the decision for us. The run was off! We knew that in rain a couple of the beautiful roads we had selected would be foggy and dangerous, not to mention the prospect of a very soggy morning tea stop.



Still, once you have saved the day in the calendar it seems a pity to just stay home so the Run" became "Lunch" at Buderim Tavern, where we could watch the teeming rain, enjoy good food and great conversation. Definitely not a waste of a day!



## 2017/18 CALENDAR OF EVENTS

### 2017

#### 19 Nov – Mary Valley Run

Scenic drive to The Packing Shed Café near Imbil for morning tea then onto the new Copperhead Restaurant & Brewery at Cooroy for lunch. *Flyer attached.*

#### 03 Dec Christmas Lunch

Jaguar Drivers Sunshine Coast Christmas Lunch at Best Western Kawana Island, a great venue on the water with a large deck overlooking the canal. *Flyer attached.*

### 2018

- 26 Jan - Australian Day picnic at Wivenhoe with the Brisbane Register
- 14 Feb Valentine's Day breakfast run
- 18 Feb - Maroochy River Cruise
- 18 Mar - St Patrick's Day Lunch Run
- 12 Apr - Jaguar National Rally
- 22 Apr - TBA by John Herbert
- 20 May - Morning tea and lunch at members' homes with scenic drive between
- 17 Jun - Stu & Wendy's Run
- 15 Jul - Lindsay & Susan with a talk from an Antarctic worker (TBC)
- 20-22 Jul Jazz & Jumpers 2night weekend run

***There will be more on the 2018 events closer to the time, but save the dates.***