

# CAT'S TALES

Newsletter of the  
Jaguar Drivers' Club Queensland Inc  
Sunshine Coast Register

July 2020



This July edition is the first from your new editor. As Ken and I moved house in the last month, we weren't able to attend Club events .

My thanks to Tony Brett for the story and photos of Bastille Day and also to Debbie Herbert and Bernard Smith for photos. Thank you to Joe Day for the Cars, Coffee and Cake feature. *Helen Parmenter*

## Bastille Day @ Thierry's – Sunshine Coast Register

A small group of enthusiastic, French themed, beret enhanced folk enjoyed the cheerful and often mischievous hospitality of our host Thierry at 'Le Relais Bressan' in Flaxton on 15<sup>th</sup> July 2020. As expected from Thierry, the food was excellent and as always offered great value. Luckily the wind and cold of the previous day had abated, and we were greeted by a most pleasant mid winter Flaxton Day.

The gathering was very much a last minute affair, and limited in terms of numbers. I felt a degree of urgency to have this Bastille Day celebration, as the JDCQ has been a regular visitor to Thierry's over the years and especially for Bastille Day. Thierry has the property on the market, as he is looking to spend more time in France, and there is a good probability that 2020 Bastille Day could be our last under the present ownership. We all wish Thierry & Cindy well for the future.

We were pleased to welcome Peter and Jayne Deane on their first outing with the register, and we must not have scared Roger and Marie-Luce George overly at our morning tea as they joined us for their second outing. Welcome to all and I hope you enjoy the friendships and camaraderie that are abundant in the Jaguar movement.





The pictures show the effort with the costumes, and also the cars in attendance. Thanks to everyone who made the journey to Flaxton and added to the memory, and a special thank you to Marg Day, who promoted the event at the last minute, and correlated the attendee list. *Tony Brett*







**F-Type, XKR and V12E resplendent in red and lined up for Bastille Day.**





## Coffee, Cake and Cars Run – Sunshine Coast 11th July 2020

What a perfect winter's morning to start the day. I waited at Aussie World garage from 7:00 to 7:20 am to see if any members turned up before heading up to the German Bakehouse. I arrived around 7:45 to find so many cars had arrived already.

The Mustang Car Club had organised a run for the morning, so we were treated to a variety of different models parked in front of Frank Carroll's private museum along with a couple of Jaguars, Morgans and some other very exquisite cars. Overall, I counted 8 Jaguars including Peter Deane's newly acquired XKR. Peter has just joined JDCQ.

The museum has over 30 vehicles on display and several special engines from the WW2 era. A fantastic display which is always changing.

The main reason for going "of course" is to try the treats and great coffee served at the Bakehouse. As the morning progressed many more cars arrived so parking for about 400 meters all around the streets were full. What a turnout for a brisk winter's morning.







**More beautiful cars on display at Coffee, Cake and Cars.....**



Editors always welcome articles from members, and as we are a car club what better than a story about a car repair. This story is supplied by Mal Wager.

## But it's only the alternator.....

Well where do you start, I told Pauline 18 months ago, "it's only the alternator" but work and other priorities seemed to take over. I never thought I would say this but thanks to COVID-19 I actually managed to get it 99% finished.

No it wasn't just an alternator that took so long, one thing leads to another and before I knew it the job just got bigger and bigger. The trigger though was the alternator. Back to the beginning: When I realized it was the alternator I removed it and had a local auto sparky took it away for testing. This down time made me start looking more closely at the engine bay and the niggling issues that were being constantly ignored.



The report on the alternator was not good so online I went for a replacement. By the time it arrived the front engine bay was stripped and the water pump removed. In the 17 years we've had the series 3 it had never been done. To tackle the cooling system I sent the radiator away for a clean and ordered a complete cooling hose kit. Whilst the radiator was out the fan cowl had a refurbishment and the rubber flaps replaced since there was only 1 left out of 6. The wiring loom that sits on the top radiator cross member was never secured and replacement clips soon fixed that little problem with new paint and rubber edge strips. When replacing the cooling hoses the removal of the heater tap on the rear firewall proved challenging.



The fake chrome grill that sits between the wiper arms never seemed to sit right. When it had to be removed to access the retaining bolts for the heater tap due to it leaking, the problem became more clear. Some "numbnut" in his wisdom had removed it previously and broken all the retaining pegs and had tried to fix this with blobs of silicon. Don't get me wrong, silicon has a multitude of uses but to hold a grill down is not one of them. Digging through the shed bits and bobs I couldn't find anything to fix this. I called in Bob Gerson (Jag 3.8S) who has a wealth of knowledge in these sort of "one off" repairs. I originally called Geoff at Jaguar Spares but as he confirmed all the ones he had were also missing the retaining pegs, the only option was a repair. Bob took it back to his shed around the corner and that afternoon had it back to me with new pins cold welded in place. Magic job Bob!



. I believed he used some TR6 brake line which was the correct diameter. I then had to replace the pins which hold the black mesh on the back. Fortunately these were the same size as a shaft of a pop rivet, again cold welded into place. A touch of paint and it was better than new.

Another issue was an annoying exhaust leak. It appeared to be from the manifold so off they came. New gaskets and seals on the front pipe took care of that. The manifold has a chrome cover which was slightly pitted. I discovered by accident ( reading the label ) that rust remover can help in restoring pitted chrome. It also came up a treat. The heat shroud on top of the a/c compressor disintegrated on removal of the manifolds so back on the phone to Jaguar Spares.

A big thank you must go to Geoff at Jaguar Spares for all the parts I needed. Always friendly service and quick delivery.

Just when I thought I'd covered all the bases the battery was now cactus even though it had been on a CTek charger.

In summary all the parts replaced were as follows.

Alternator , Water pump, Heat shroud above A/C compressor , All cooling hoses & clips, new coolant

All belts, rubber edge protection around fan shroud and on top of the radiator cross member, paint.

Wiring loom clips above radiator, New battery, New plugs and air filter

As well, the following items were repaired:

Fan shroud, and wiper grill, paint, radiator clean and flush, remove rust in battery tray and paint .

Paint battery box.

.....*but it's only the alternator! Thank you Mal!!*

