



CAT'S TALES

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

June 2020

We're back in action

Our first Post Hibernation Event- Morning Tea at Skippy Park 24th June 2020

We knew people had missed our get togethers when the first allowable 20 places filled in a bit over 12 hours after Margaret sent out the flyer. At one stage we were heading towards 60 attendees. In the end, life (read doctor's appointments, family crises and car repairs) got in the way for a few and we ended up with 44, not counting 4 fur babies. We were blessed with a sunny, crisp morning which warmed a lot in the time we were there.



Lindsay, Susan, Joe and Margaret got there early and laid claim to 3 areas so JDCQSC was prepared!



This was planned to be a Stationary Run so the only driving was the trip there and home. Plenty of time for serious world problem solving and just catching up.



Susan again had organized a great raffle. It was most Covid 19 appropriate, containing toilet rolls as well as other essential supplies. Beginner's luck ruled again with new members Marie-Luce and Roger being our winners.

Wendy Gross



Welcome to some new members.

It was lovely to meet some of our new members. Hope to see a lot more of you!

Roger and Marie-Luce are new to the club, as is John.



And another John has joined us from the Brisbane Register





From our Chairman

Hello all,

Wow! what a great day we had on Wednesday 24th June. Wendy called it our Post Hibernation Outing. Yep, sounded good to me.

Several people I spoke to said the picnic was a great idea and we should have more. Yes, I agree, not tied to restaurants and waiting for meals and the associated bother.

We are holding a committee meeting July 1 and hope to sort out the runs and events for the rest of the year, all of which will be subject to the changing Covid-19 restrictions.

Our Editor Wendy Gross has stood down as Editor as she has a lot of commitments that need more of her time. Wendy has done an outstanding job and we will be sad to see her go. Helen Parmenter will take over as editor and we are thrilled to have her, and we welcome her to the team.

I have been Chairman for 4 years now and believe I have steered a successful course. With the AGM coming up in August, it is time for you to consider what you can do to further the success of this register. All committee positions will be declared vacant so now is the time to gather support for your nomination. We have a successful register and all that is down to you.

Stay safe

Lindsay Price
Chairman SSC JDCQ

The more things change the more they stay the same.

This photo from March 2000 had the caption, "Doing what we do best".



They all brought their own chairs, too.

Look carefully and you might pick 2 people who were at this event and the latest JDCQSC event!

X300 Cam Cover restoration

With Covid-19 lock down upon us I decided it would be an opportunity to have the cam cover on my XJR refurbished by way of powder coating.

On the basis of perhaps a month or so downtime, I dropped the cover off to South East Superior Coatings at the Coolum industrial estate. They had previously done an excellent job on an outdoor setting.

I then ordered a complete set of the necessary gaskets, cam cover, spark plug seals & bolt seals from Barratts in the UK. I have found that even with postal costs, parts are often secured from them cheaper and received in a similar time frame to Australian sources.

The X300 cam covers were, unfortunately, cast from magnesium, not a great choice as it is very susceptible to corrosion and, as pointed out to me by the powder coaters, not the best of casting quality, especially around the spark plug wells. Mercedes also used magnesium for their covers around this era and also suffered corrosion problems. Luckily my cover was not too badly corroded and came up ok and I considered the cost reasonable at \$100.



trusty Dremel.

After soaking the pads in kero for several days they still appeared to be encrusted

Interestingly, inside the cover there is an oil separator for the crankcase ventilation system. Jaguar in their wisdom made no provision for this plate to be removed in order to access and clean the two woven steel wool like pads underneath. What appears to be rivets holding the plate are, I suspect, dags cast on the bosses and then mushroomed over once the plate was in place. I removed the rivet like tops with my

with a mud like substance which I suspect was the result of water vapour. I removed it with a good clean in CLR.

I considered my filter pads deserved a clean after 24 yrs and 180,000kms and I shudder to imagine the state they would be in on a vehicle with many more kilometres on the clock.

My solution to re attachment of the plate was to drill and tap 3mm threads into the mounting bosses and use suitable M3 x 4mm screws, not easy to obtain but secured on E-Bay as usual.

Not wanting them to perhaps work loose, I secured them all with a dab of JB Weld on each threaded section.

At least something good came out of the Covid 19 restrictions.

John Herbert

Some nice cars

(Sorry, but I don't remember who sent this contribution for Cat's Tales)

Scott Holley's garage is not so much a garage as it is a pristine shrine to one of the most incredible collections of classic cars in the US. The envy of any car enthusiast, Scott's impressive lineup includes a dedicated area for his stunning fleet of Jaguars.

His passion for Jaguars was sparked when he bought his wife a 1969 E-TYPE with just one owner, in impeccable condition, and from there his covetable collection grew. Featuring gems like a 1956 XK140 MC, a 1960 Mark IX, known as the Queen's car, and a rare 1967 S-TYPE, this truly special range has to be seen to be believed.

Join Scott as he generously shows us some of his most prized possessions.



<https://www.youtube.com/watch?v=BAWeSzaQSNg>



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