



**JAGUAR DRIVERS' CLUB OF QUEENSLAND
WIDE BAY BURNETT REGISTER
NEWSLETTER**



JDCQ 50th Anniversary









June run to Hervey Bay

Our June run was to Mini Golf and lunch in Hervey Bay. A great day was had by all!!



FROM THE NUT IN THE SHED NO. 14 by Peter Carlson

While spending way too much time out of the shed this year the nut has noticed a disturbing trend in XF drivers. Maybe they are carrying on the traditions from the 1960s when MKIIs seemed to be the car of choice for all sorts of villains - remember then 3.8c MKII used as the getaway car for the Great Train Robbery. After all, the XF is really the MKII fifty years on. First, we saw on the news the crashed XF sitting on a median strip in Melbourne after the driver had been distracted by his unruly wife. She had committed the unforgiveable act of changing the radio station so he had taken to her, slashing her with a box cutter. Maybe a slight over reaction but what could the poor man do in the circumstances. Then there was the news bulletin where police wanted information on the whereabouts of an early model silver XF in connection with a gangland abduction, beating and murder. Recently I noticed one of the main villains in an episode of 'Vera' was swanning around in a later model XF. I will have to guard against the evil influences of the XF. Must check with Robert Pearce to see if that's why he sold his evil XF.

Another worrying trend the nut has noticed is the number of interactions he has been having with animals. First was a presumed wallaby strike on the XF which knocked out one front parking sensor and caused some paint damage to the lower corner of the front skirt. I have touched up the paint but didn't accept the dealer's quote of \$1000+ to replace the sensor, so that's one of many jobs on my list. Soon after this came a presumed hare strike on the Kia just on dark while coming through the new housing estate on the northern outskirts of Gympie. There was a heavy thud and I had to stop to poke some of the Kia's entrails back behind the lower grill to stop them dragging on the bitumen. While conducting a forensic examination the next morning I discovered some black and white bristles jammed in the grill indicating the assailant was a pig not a hare. That explained the heavy thud and the amount of damage. To my amazement all five displaced panels (plastic) on the front of the Kia clipped back into place without any sign of damage. The pig obviously hadn't adjusted to having to share its run with invaders. Shortly after this came a heart stopping moment when a big buck roo very nearly landed on the E Type bonnet. The roo appeared in mid-bounce coming out of the undergrowth on the left on the Gympie Woolooga Road. I swerved right and he landed beside the left hand front wheel. His next bound took him between the E and a car following me and it sounded as if his tail may have flicked the rear of the E (no damage).

This reminded me of a previous incident with a big buck roo who is well known to me as I have seen him and his family many times over the years on the river flats near home. We have a long standing unwritten agreement of non-interference with each other. At least that's my interpretation. One day the two dogs (my brother's, but in my care due to his Parkinsons disease) and I were spraying parthenium on the flat when I spotted old man roo resting under a tree nearby and to my horror No. 1 dog (Ebony) on her belly sneaking up on him like a kelpie muster dog, about 20m from him. Where upon he stood

threatened but this one was on all four - a comical sight as they twist their backs from side to side as they run.

Once again the nut has been distracted so it's time to leave the animals in the wild and return to the cats in the shed. When starting the XJ6 recently I had to short out the otter switch lead to earth to get the 'hisser' (starting carbie) to work, indicating the switch contacts probably needed cleaning, a job I had last done about 35 years ago. This time the switch was easily removed, unlike last time when the three fixing screws had corroded into the alloy water manifold. Luckily I had made a permanent fix then by re-tapping the holes, screwing brass screws into the holes and cutting off their heads to make studs and fixing the switch in place with brass nuts. With the switch removed it's then a case of gently lifting the three tabs the barest amount necessary to remove the switch from its housing. The switch itself is delicate and very sensitive to temperature. Whether it is closed or open may well depend on the ambient temperature of the day. On this day it was closed, but the heat from the sun was enough to open it. A resistance check with the multimeter showed the points were not carrying current so I carefully cleaned them with very fine wet and dry (1200). The multimeter confirmed all was now okay. On re-assembly I did not refold the tabs as the brass nuts clamp everything together anyway. A new gasket had to be made before replacing the unit. I did this job while changing the coolant so no catching of coolant necessary. The 'hisser' is now working as it should and the nut is glowing with satisfaction as new otter switches are said to be expensive.

Meanwhile, work is progressing on the MKVIII with more revelations along the way. Removing the front guards has revealed some anomalies. While the right guard appears correct, the left guard has a covered up ventilator box at the rear as for a MKVIII I can't remember whether this guard was replaced when I hit a bullock on the Tiaro Gundiah road in 1970 but if so it could well have come from a MKVII in the wreckers yard at the western end of Alice Street in Maryborough. In 1969 I replaced a broken axle in my MKV with one from that wreck and I think it also supplied the grill for the MKVIII after the bullock incident. So there's a possible explanation for the different front guards, except that I also have a set of guards from a MKVII M I wrecked 50 years ago and they reveal the same situation - right guard no ventilator box, left guard covered over ventilator box! Did the factory have an oversupply of left guards for MKVIIIs that had to be used up? We may never know. There is no mystery however surrounding the mound of rats' nests, dead bodies and carpet snake poo revealed when the under dash panel was removed. There was a gaping rust hole in the firewall beside the heater box that rats and snakes had been using as a super highway. No doubt there are more revelations to come.

Until next time.....the Nut.

For Sale: 1989 XJ40 Please
contact Dorothy Forrest
\$3,000.00. Condition unknown.



Flying the Jag Flag at Downunder Beachfest Caloundra 2025

Last month Toni and I were lucky enough to attend Downunder Beachfest at Caloundra. We took Percy - our MK1 - and stayed at Monaco Apartments near Bulcock Beach, so we were right in the middle of the action.

Percy ran like a dream, with the exception of blowing a headlight bulb on our first night adventure. Sometimes it was difficult to hear Percy running when you were parked next to a big Torana with a blower sticking out of the bonnet!

The event was extremely well organised and everyone was friendly and welcoming. If you get the chance check it out. You will see us there again next year, as we have already rebooked!!



