



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



Trip to Bundy!

Bundaberg was the destination for our September 21st outing. We visited the beautiful Botanical Gardens – fabulous to wander through - and had an enjoyable time looking through Fairymead House. It is a wonderful venue with great historical and local value. The steam train was a hit with the girls – Sandy, Gaylene and Josie went for a ride and loved it. As usual there was a lot of chatting and catching up. It was lovely to see Bob and Gaylene and Paul and Josie in attendance. Lunch was held at 'The Spotted Dog'. The meals were very reasonably priced and the food and service excellent. A good place to go back to.

We headed home after lunch, happy and looking forward to our October run.









Our October run was to the Childers region at Snakes Downunder Reptile Park and Zoo. We spent the day there marveling at the animals, chatting and enjoying the day. The onsite kiosk provided us with much needed cold drinks and ice blocks to stay cool. The meerkats were a big hit, as were the crocodiles. Although the big boy crocodile, Mungar, wasn't very keen to come out and play.

Dennis was the lucky winner of the raffle and Di took out the second prize scratchie.

In preparation for our AGM next month some ideas for 2026 runs were discussed and it was great to hear everyone's ideas.

After lunch we got our cats purring and headed home.





FROM THE NUT IN THE SHED NO. 15 continued

The nut has also been busy tackling some long overdue jobs on the XF. Not long after replacing the right front shockie, similar knocking noises began coming from the left front corner, seeming to indicate that Germany's finest do not have a long service life so I ordered another identical shockie to the one installed previously. This time instead of using multiple sets of claw type spring compressors I made a simpler and safer device by cutting two flange plates off old 100mm irrigation pipes which fitted perfectly each end of the spring. Each flange plate already has four holes through which I passed four lengths of 12mm threaded rod and put washers and nuts on each end so the spring could be compressed by tightening nuts on one end. This time the shockie seemed fine, unlike the first one which was virtually locked solid. That's when I noticed the bump stop that slides on the piston rod was badly worn and the rod retainer set in rubber in the top spring mounting was loose and was probably the cause of the thumping. I was able to source a new top mounting from Jag Daim in Melbourne. As I already had a good spring retainer I ordered just the mounting itself. However, on swapping over the retainer I found some sort of mastic gel had been used to support it, which I tried to emulate using some 4mm thick rubber with 2mm thick neoprene type gasket material cut to shape on top. I did install the new shockie too because I hope not to have to repeat the operation. So far all is well and the front suspension is much improved. The next XF job was to try to replace the perished rubber dust boots on the bottom ball joints of the rear sway bar link arms. Making an educated guess at the size, I bought a pair of boots from Bursons in Gympie and found they fitted perfectly. Dealer quote to fix : \$751.97 Actual cost : \$15.00 While doing this job I discovered two things: (a) This car has ball joints everywhere – at least 24 at a quick count compared to 6 on older Jags, and (b) 12 of them had perished dust boots, which I think may be caused by the hot and humid conditions in the shed where I keep the XF. I tried sourcing dust boots from UK parts suppliers and was told I had to buy the complete part which probably explains the dealer quote above. So it was back to Bursons and I was able to get good matches in all cases except two where extra manipulation was needed. All is well for now but I expect to have 12 more to replace in the future. That brought me to the final XF job, the one I'd been putting off, replacing the front parking sensor. The prospect of having to remove the front bumper was daunting. To try to avoid this I began by removing the front under tray by undoing 27 screws (only needed to undo 15 but I didn't know that at the time.) That revealed the outer left parking sensor perfectly but not the inner one I needed to get at. The bumper would have to come off. It's actually the bumper cover as the bumper itself is a heavy steel U shaped channel running across the car behind the plastic bumper cover. I was hoping to find the sensor had been pushed inwards by the impact of the wallaby hit and would be lying in the U channel. Paint damage was my biggest concern without a helper to hold one end of the bumper cover, if I could find all the fastening points. Vic Perry had given me some pointers as he has access to the factory workshop manual (about 4000 pages I think) and that made it a fairly simple task. With all screws removed on the left side I was able to prise the cover forward enough to get my hand up into the U channel from underneath and there I could feel the missing sensor with wiring still attached. I could also feel the hole where it was meant to be and the retaining lugs. As I pushed the sensor in the hole I heard a satisfying 'click,' 'click' as the lugs snapped into place. Not having to remove the whole bumper cover was a bonus and made removing the under tray first, worthwhile. A bit of touch up paint applied to the face of the sensor finished the job.

Dealer quote to fix : \$915.48 (including new sensor \$600+)

Actual cost : Nil

Until next timeThe Nut