

# Essex Thameside News

Nº 159, July 2020



8.00 p.m., first Tuesday of every month. Langdon Hills Golf Club, Lower Dunton Road, Bulphan, Essex RM14 3TY



## Chairman's message

Let me start my message with some good news, by saying I am sure we are all looking forward to the 4th of July, as, probably, is most of America. I am pleased to see the government have announced that from that date they are reducing the 2m

social distancing rule to one meter plus, together with many other restrictions.

Another month has gone by, and we have now passed the longest day of the year. So many shows and events have been cancelled, or postponed until 2021. However, hopefully not all will be lost this year, especially now that the restrictions are easing somewhat.

In June we held a Zoom video conference Committee Meeting, our first and whilst it was certainly not the same as meeting in person, we successfully managed to cover

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our agenda including the expectation, and hope, of being able to arrange meets and associated events before the end of the summer. It is certainly looking likely we will still be able to let our Jaguars out to play at least for a few outings before the end of the car season.

One such event is coming next month. The Jaguar Drivers Club Area 33, are arranging a Car Meet at North Weald Airfield on Sunday 23rd August, which we have been invited to attend. It is anticipated that this will be attended by several car clubs, and will be by invitation only. It will not be advertised to the general public. At present I have had 20 cars showing a possible interest in attending. If you would like to be part of this, please let me know.

At this time, we do not know when or under what form we will be able to look at recommencing our club nights. I expect it will be a few months yet before we can consider holding such a gathering. With this and all other matters, I will email our membership as soon as we have news.

Hopefully in the next few weeks we will have an update regarding our September Peak District tour. At this time, we have not received any real update as to if, and how the hotel can cater for our stay. Watch this space for further developments.

I have noticed recently a fair number of classic cars of all marques being driven around. It is great to see them out and about. I enjoy seeing the cars as much as no doubt their owners are enjoying driving them. With this in mind, whilst we have restrictions on meeting up at present, I am hoping we can before too long arrange a Sunday get

together and drive. My thought is to meet somewhere local and take a scenic drive to a park or place with enough space for members to park, and socially meet in whatever group sizes as allowed at the time of the drive. It would be the opportunity for members to see other fellow members that they have not seen for some time. If you would be interested in taking part, or have any suggestions for such a morning run, I would be pleased to hear from you. We should be mindful, however, that some venues will require advance booking if they are on, say, National Trust property, for example.

I hope by the time of next month's newsletter we will have more to say about meetings and club events. Fingers crossed the Covid-19 situation continues to improve, and life can get back to being nearer normal.

And finally, you may have noticed that we have been running various quizzes in the Newsletter and trust that you are enjoying answering them. As a reward for your indulgence, the Committee have decided that the first person to email the correct answers for either the "Before They Were Famous" or "Name the Car" quiz will receive via the post/other delivery method, a bottle of wine. Emails should be sent to myself and you should include your home address and your choice of red, white or rose wine. In the event that we receive no completely correct entry, the one with the highest score will win.

Stay safe.

GRAHAM COOK

## Committee



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## Forthcoming events in 2020

**COVID-19: The following events are unconfirmed and may be subject to cancellation.**

<u>Date</u>	<u>Time</u>	<u>Event details</u>
Friday 21st to Sunday 23 <sup>rd</sup> August		National JEC Summer Festival, Newby Hall, Rippon, N. Yorks HG4 5JA
Monday 31 August	12.00	JEC Essex Thameside Fun Run to Burnham-On-Crouch Quay day
Tuesday 1 September	20.00	Club night meeting, Langdon Hills Country & Golf Club
Fri 4 to Mon 7 September	-	JEC Essex Thameside Peak District Tour to the Makeney Hall Hotel
Tuesday 6 October	20.00	Club night meeting, Langdon Hills Country & Golf Club
Sunday 18 October	10.00	<i>[International Jaguar Spares Day, Stoneleigh Park, Warwickshire CV8 2LZ]</i>
Tuesday 3 November	20.00	Club night meeting, Langdon Hills Country & Golf Club
Saturday 21 November	19.00	Dinner Dance, Ipswich Hotel, Old Langford Road, Copdock, Ipswich IP8 3JD
Tuesday 1 December	20.00	Christmas meeting with quiz and special raffle, Langdon Hills Country & Golf Club

The club has been invited to a Meet at North Weald airfield on 23<sup>rd</sup> August by Area 33 of the JDC. This is taking place in lieu of the cancelled Hyde Hall Show. It will take place from 09.00 to 14.00 hrs and will follow all the Government safety guidelines. Catering and toilet facilities will be available. Other car clubs are also invited. The cost is £5 per car, the surplus from this will be donated to the Essex Air Ambulance service. The event is by invitation only. Please see our Chairman Graham's email for full details.

**Please be aware that any of the above may be cancelled, so please do check with the organisers before committing to any event. For those who have put their names down for the Dinner Dance in November, this event has not at present been cancelled. Please check your emails for information on any classic car meeting that may be organized at short notice. These may be attended on an individual basis.**

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# JAGUAR XK8

## HISTORY

The XK8 is the V8-powered successor to the XJS, introduced



in 1996. It was Jaguar's grand tourer two door luxury car with power windows, steering and multi-adjustable seats. The XK8 was the first model produced in the XK series with a V8 and V8 supercharged engines as well as produced in coupe and convertible styles from the off! Replacing the aged XJS, which had been in production since 1975, with a number of modifications throughout its life, the XK8 was deemed to be the natural successor to the E-Type with its glorious sweeping lines and E-Type 'mouth'. However, at the time of the launch, Ford Motor Company were the owners of Jaguar and although invested heavily into Jaguar, they wanted a car to replace the XJS and various designs were submitted by Ford in Detroit and Jaguar at Castle Bromwich. Costs being a major consideration, the car accepted by Ford was designed by Fergus Pollock under Geoff Lawson which was designed around a modified XJS platform. A similar car had been designed by Ian Callum while working for Aston Martin using the same XJS platform back in 1994, but its designs were even earlier. Looking at both cars today, there is very little difference between them both, except of course, the Aston Martin started life with a straight six derived Jaguar AJ6 engine, while the XK8 had a V8.

I would recommend putting one of these beauties in the garage to use as an occasional weekend driver as prices are beginning to go north, even though you'll soon be on first name terms with the local petrol station



attendant if you fancy a dash of spirited motoring!

## UNDER THE BONNET

Although the Jaguar XK8's all-new all-alloy 3,996cc AJ-V8 power unit matched anything produced by the competition when it was launched in 1996, the unit has not been without its problems. Early engines were manufactured without iron cylinder liners and instead had bores plated with nickel-silicon-carbon (Nikasil) to save weight. Unfortunately, this coating led to problems, as the high level of sulphur in 'Nineties fuel turned to acid during the combustion process and corroded the coating. This led to a serious loss of combustion, the only cure being a new engine and affected all XK8 V8 units to 2000 (VIN 042775).

Jaguar replaced most faulty units under warranty and all post-2000 AJ-V8 engines were fitted with cast iron liners to alleviate the problem, genuine Jaguar replacement engines are painted grey and have a tag attached to the nearside of the block. Timing chain tensioners can also be a problem on early engines as these can break up with disastrous results. Although modified metal tensioners, as fitted to the later 4.2-litre V8, can be retro-fitted to cure the problem, it's still advisable to investigate any undue noises coming from the front of a Jaguar V8 engine.

Despite the Nikasil and timing chain tensioner problems putting a lot of buyers off older XK8s, the car's 290bhp V8 engine has proved to be a solid and almost un-burstable unit if serviced correctly. The more powerful supercharged V8 fitted to the XKR coupé and convertible, launched in May 1998, is even more desirable. The XKR's quad-cam, 32-valve, Eaton-supercharged V8 engine pushes out a very healthy 370bhp, making a pre-2003 4.0-litre example with all its extra standard creature comforts a real bargain – the prestige sports car for the discerning enthusiast.

The XK range was revamped for the 2003-model year, the biggest change being the inclusion of an upgraded 4.2-litre version of the AJ-V8 engine. Power output for the supercharged cars was hiked up to 400bhp at 6100rpm, while the 4.2-litre engine in the naturally

aspirated cars boosted power to a very respectable 300bhp at 6000rpm.



### ON THE ROAD

Over the years, XK8/XKR auto gearboxes have proved to be reasonably reliable, more so the Mercedes-Benz-derived five-speed 'boxes fitted to the supercharged and 4.2-litre cars. These 'boxes have gained a reputation for generally being bulletproof and changes should take place with an appreciable smoothness. Don't be put off by telephone numbers on an XK8's odometer. A well cared for example will still look fresh and drive superbly, even with a couple of hundred thousand miles under its designer leather belt. Make sure there's a fully stamped up service history with the car and that it's backed up with receipts for all the jobs claimed to have been done. Handling is excellent and the XK8's ride reflects its Jaguar pedigree with plenty of grip and ultra-responsive steering. Jaguar engineers put a lot of effort into making the new sports car handle well. This obviously paid off, as a well-sorted XK8 is one of those gorgeous confidence inspiring 'point and squirt' sports cars that is guaranteed to provide miles of smiles. The XK8's finely-tuned rear suspension is a modified version of the X300 saloon's independent rear set-up, while the front suspension is formed around a large die-cast aluminium front axle beam. Although the front beam is a sturdy affair, there has been an increasing number of XK8s with corrosion where the beam attaches to the inner wings, an issue often missed by MoT inspectors unfamiliar with the car.

An XK8's interior is a great place to be and should be in good order throughout. The huge chunk of rainforest decorating the dashboard needs to be devoid of scratches. Likewise with the leather seat facings, these should all be in perfect order, with just a slight amount of creasing on the driver's seat. Scruffy interiors not only let a car of this pedigree down, they are very expensive to repair and are best avoided.

Jaguar also produced a number of limited editions before the XK8 was superseded by a brand-new aluminium-bodied replacement in late 2005. First of these now very sought after specials was the XKR Silverstone, launched to celebrate Jaguar's entry into Formula One in 2000. A total of 563 were built, although less than 100 remain in the UK. These can be identified by their silver paint, special badges and tread plates, 20-inch wheels and feature uprated transmission, brakes, steering and suspension.

In 2002, Jaguar launched what has become probably one of the most sought after special Jaguar sports editions – the XKR 100 to celebrate the centenary of the birth of William Lyons. Only 500 coupés and 500 convertibles were built and featured a special anthracite paint finish, black leather interior, Brembo brakes and 20-inch BBS wheels. Limited edition Jaguar XKR 100s are identified by revised bonnet badges, special chequered-flag decorated tread-plates, 19-inch Atlas wheels and bright red Brembo brake callipers. The magnificent XKR 4.2-S was unveiled at the Geneva Motor Show in 2005 and was the last XK to be based on the 1996-launched design.

### VERDICT

A well cared for XK8 or XKR in either Classic or Sport trim makes perfect sense for anyone seeking a fast, well-mannered sports car with an outstanding pedigree. They're great to look at and are also outstanding value at the moment.

Fine examples of these beautifully-crafted cars are set to mature into desirable classics very quickly so if you've

got the cash and the space, buy a dozen as an investment and store them away for the future – it's better than leaving the money in the bank! The car's fuel economy issues aside, finding a more interesting prestige grand tourer for a sub-ten grand budget would be a very hard task indeed.

Mechanically, XK8s are reasonably bulletproof providing the timing chain issue has been sorted out, although early water pumps with plastic impellers can break up and should be changed for metal ones. Rattles at the rear indicate the shock absorbers are on the way out – expensive if the car is fitted with optional CAT active suspension.

A fine example is currently available at Junction 17 near Peterborough with 100k miles for £10,700 and comes with 3 years **FREE** warranty! A bargain! Please check the website before visiting since the car may have been sold.

<https://www.junction17cars.co.uk/stock/10165282-jaguar-xk8-4.2-2dr/>

[DOUG WARREN](#)



Figure 14; Aston Martin DBS (1970)

Figure 15; Ford Zodiac Mk II Convertible (c 1956 – 62) I will accept it if you thought it was the saloon.

Figure 16; Vauxhall Viva HA Saloon (1965). I will accept the HA Van as an answer.

## Answers For The June Car Quiz

If you guess the make and model correctly, give yourself a point for each, so there is a maximum of 32 points to be achieved. In brackets, there is further information for which you do not receive anything except a huge sense of superiority. So, let's see what the vehicles are;

Figure 1; Ford Mustang GT 390 (1968)

Figure 2; DeLorean DMC-12 (c 1981 - 83)

Figure 3; Renault Caravelle (c 1958 - 68)

Figure 4; Ford Popular 103E (1959)

Figure 5; Ford Capri Mk 1 GL (Facelift 1972)

Figure 6; Rover 75 P4 "Cyclops" (c 1949 – 52)

Figure 7; Vauxhall Cresta PA (c 1959 – 62)

Figure 8; Austin A90 Atlantic 9C (1949 – 52)

Figure 9; Austin Metropolitan series III or IV (c 1957 - 61) It was made as a Nash from 1953, but only sold in the UK as an Austin from '57 in series III or IV.

Figure 10; Aston Martin Lagonda Series 2 or 3 (c 1976 – 87) Post '87 they made the edges more rounded for the Series 4 until 1990 when production ceased.

Figure 11; Cord 810 Beverly Sedan (1936). The 812 of 1937 is almost the same.

Figure 12; Hillman Imp Californian (1967). The chrome trim on the front gives it away.

Figure 13; Riley Elf (1970) The curve on the radiator differentiates it from its Wolsely Hornet twin.




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## THE ART OF PERFORMANCE

Exclusions apply.





## Water Pump Woes

You know, this "Lockdown" does have its

advantages - (and I never thought I would say that) – particularly when your 52 year old Jag decides to leak several toxic drive-staining fluids from about every orifice known to mechanics, but not necessarily known to me. Luckily my new red and light grey Mototile garage floor was protected by my Flotool aluminium light weight drip trays possibly now irrevocably tarnished by said fluids.


Now I do know about the leak around the gearbox area and the slight drip from the power steering. They are old friends who combine to provide my automatic self-applying chassis anti rust treatment service as my beloved chariot is driven along the highways and byways of this fair land. Just a little top up of their favourite tipple each year keeps them happy and, yes, fulfilled. But, a watery residue at the front of the car, and some droplets of thin dirty brownish fluid a third the way along and the occasional drop of black oily stuff at the rear are simply too much for my poor driveway to handle. The brownish stuff was as you may have guessed, hydraulic fluid from the clutch slave cylinder which promptly received a repair kit and behaved perfectly after the operation. The rear seal on the differential looks like it would benefit from a replacement. That's another under-the-car-job and can wait whilst I recover from the clutch cylinder. I really wish I had a ramp! I much prefer to be on top, so time to check out the water leak. Guessing it could well be the water pump, I grabbed the fan blades and they wobbled like a lolly stick in a tin can. Annoying, but an easy fix, or so I thought.

My normal practice would be to buy a new/refurbished part and install it whilst keeping the original "in case it would come in handy later". These pumps were exchange only since they are no longer made. I could buy an exchange unit and pay the excess and keep my original....only there are no exchange units to be had, anywhere. So it was off with my existing pump and off to SNG Barratt for a rebuild. They quoted around five weeks but the job was done a little under four. In the mean-time the car was not driveable and remained on the drive. What a faff. Upon its return, I fitted the pump at my leisure and ran the engine for a while. By now, Lockdown was in place, but all seemed well with the pump. The following morning I backed the car out of the garage only to reveal a small blue drop of water in my pristine drip tray and it wasn't coming from the radiator overflow pipe. It was weeping out of the bottom hole in the shaft casing of the pump housing.

Barratts thought this may not be correct and so they sent a courier round and took it away for investigation. That did mean that I had to remove and pack it. A fortnight later it was returned. I was told that the company Barratt used could find no fault and had tested it and they had rebuilt it again. They suggested that I had not bolted it up properly – really! Well, I fitted the pump again the next day – I am becoming good at this – and, you've guessed it, it still weeped. I again informed Barrett, but decided to leave it on to see how it goes, having first requested Barratt to make a note of this on my account should it need further attention. Barretts service throughout has been excellent. Let's see what happens with the leak. Has anyone else suffered these issues?


The 420 water pump is unique to that car and NO pump from another Jaguar will fit it. Some say the 420G will fit. But it will not. It is no wonder then that I could not find a replacement or second hand unit anywhere.....except that is, when I rang Ken Jenkins who was recommended by Pat Moynihan. He had a second hand one at a very reasonable price which now sits in my stores. I will fit this if necessary after I see how the incumbent unit is doing and, if it needs it, I will send it to Ken for a rebuild. If you do need to change you pump, see the next page for my pictorial guide showing the stages of removal. Re-fitting is, as they say, the reverse of removal.

NEIL SHANLEY







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## Pump Removal Sequence



1 Pump weep viewed underneath



2 The drip



3 Drain antifreeze (incl engine block)



4 Drain plug



5 The water pump



6 Loosen jubilee clips



7 Unbolt rad tank, awkward bolt



8 Remove header tank



9 Area clear for operation



10 Top Tip; protect radiator



11 Unbolt fan blades



12 Remove power steering bolt



13 Remove pump drive belt



14 Move fan blades onto pulley



15 Unbolt viscous drive from pump



16 Pull away from pump to allow nut removal



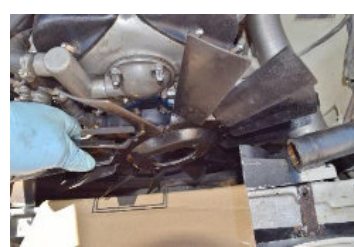
17 Top Tip; use a tray to catch nuts &amp; bolts



18 And a magnet for small items



19 Just room to remove drive unit



20 And then the fan blades



21 The pump revealed



22 Loosen clip on outlet hose



23 Carefully remove water pump



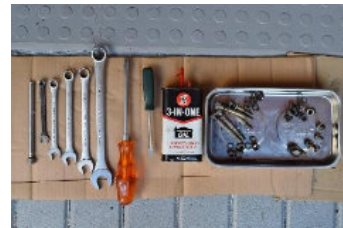
24 Engine with pump removed



25 420 only water pump; part C.26711

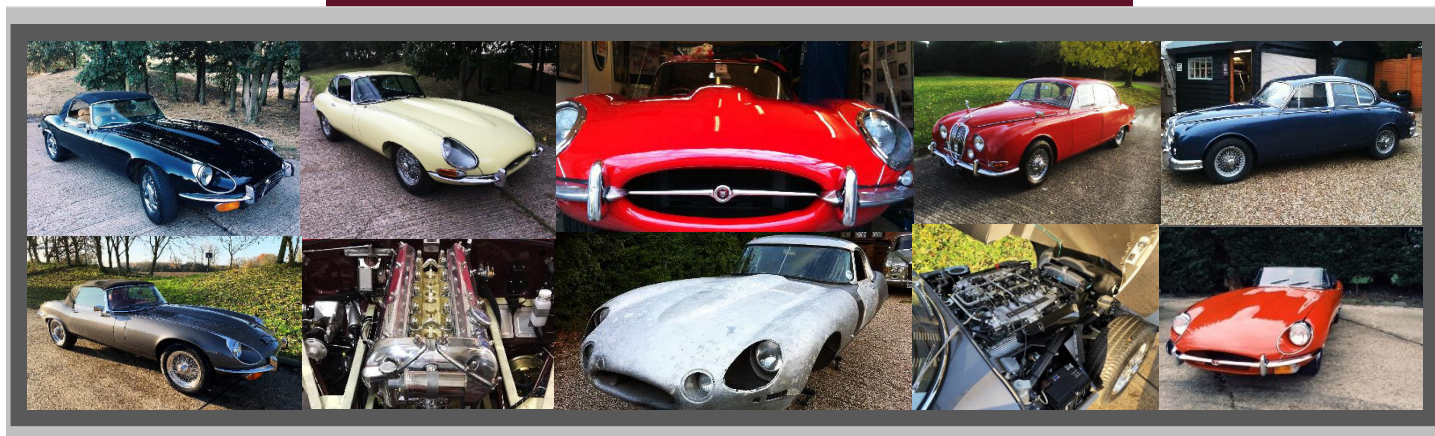


26 &amp; 27 Take the opportunity to clean up parts you have removed



28 The tools you will need





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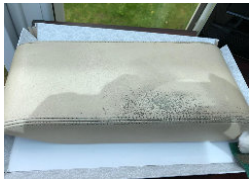


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## Upgrading the XK8 No. 3

I have been doing more work on my XK8, improving the of the leather and changing interior bulbs to LEDs. From the pictures you can see the before during and after of the central armrest, I have done the driver's seat and door rest as well, but the centre rest was probably the worst in terms of wear.



I had bought a kit from Furniture clinic who have been featured in the national magazine. Once I found the colour of the trim they were able to match it from their records and sent a kit to suit.

The process is fairly simple, start by making it worse! You need leather prep which is a solvent that takes off the old layers of protection (lacquer in effect) also the colour dye or paint, or if you prefer base coat. This takes the part back to the true leather colour which is a sort of dirty beige. You don't have to get rid of all the base coat just to get rid of most of the damaged area. Best to use a scouring pad supplied but if the green rough ones you get for washing up.



So the cracks and creases you see are mainly in the old paint when this is removed the creases get less. You should then wipe the area over with alcohol that is supplied. Any deep folds or worn areas can be filled with the flexible filler and when dry rubbed down with fine wet and dry used dry. It's easy to shape the filler initially with small spatula supplied. The filler can be used after or before the first coats of colour as you may be able to see extra areas that need attention. The wet and dry will also smooth out any rough bits on the leather.



I also used this to fill a tear in the seat once I had glued a small repair patch behind the tear.

Once you are satisfied with the surface you sponge on the dye or paint in light coats till the colour is built up enough to

appear even. Take your time, but this can be sped up by drying paint etc. with your better half's hairdryer. Unless you have your own of course. Or you can just wait approx. 15mins between coats. When you are happy with the colour, then it's time to apply the clear lacquer, available in semi- gloss or satin. I used semi -gloss as for high wear areas I thought it may be easier to keep clean.



The lacquer is sprayed on as that gives a better finish, I had a small airbrush which works off my baby compressor

(sold for about £60 on Ebay as used by nail salons and tanning booths allegedly). You can also use a can of propellant and a cheap airbrush as supplied by furniture clinic.

Once you have done a few coats the colour is sealed in and any cleaning or dirt is done on the clear coat so the colour won't change or get worn away.

Once fully cured you can treat the leather as normal with cleaning and leather feeding product.



The night time picture shows the car with new LEDs fitted into the interior and door lights. I bought a pack of 8 from Amazon (LEDs that is) which are a direct replacement for the push fit standard bulbs. They are like most LEDs white and bright so at night it's like Southend seafront (before Covid) instead of gloomy.

The plastic light covers all pry out with care they are just snap fits, other than the top map lights, that whole assembly pops out as it's retained by metal clips.

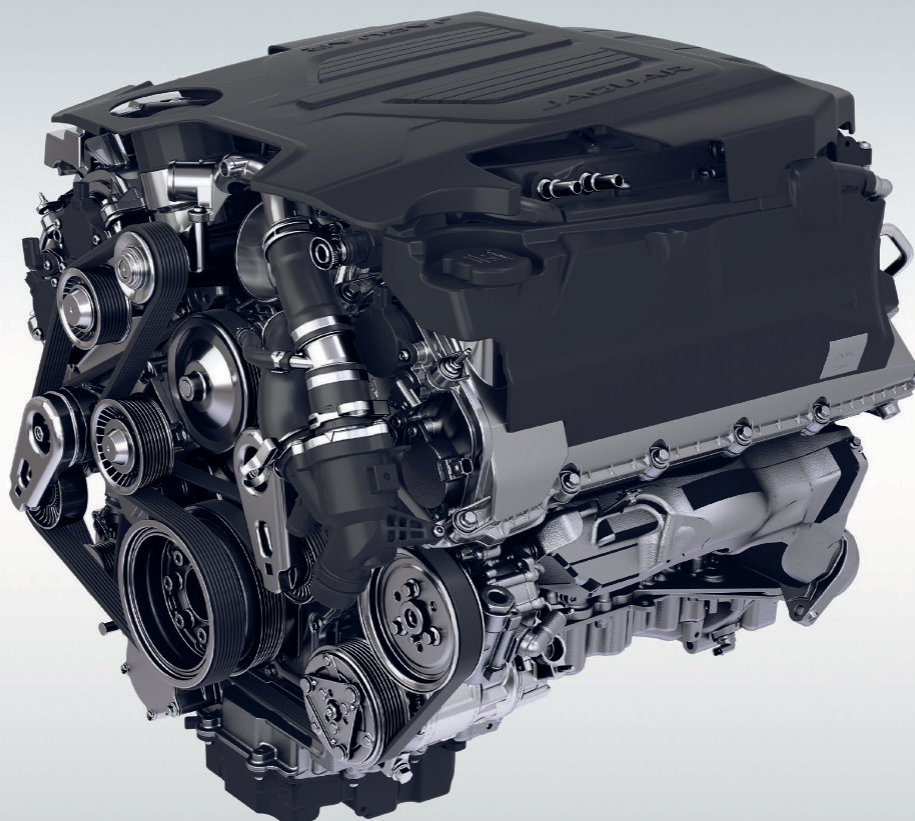
The LED's are a bit longer than the old bulbs, so don't fit fully in some areas and for instance in the map reading lights they just sit in the void but are not clipped back in place, this is not a problem as once re-fitted they cannot go anywhere and run cooler than the standard bulb so will not darken or scorch the plastic.

I also fitted a festoon LED in the boot which again makes a massive difference in low light conditions.

You can see in the LED photo that the seat was only just started being re coloured, the final seat is in the daytime photo.

Russell Smedley

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## THE ART OF PERFORMANCE

Exclusions apply.

## July Quiz; Engineering

These questions are loosely based on an engineering/science theme and, hopefully, not too technical. Enjoy.

- 1.0 This Hollywood star was the person behind advances in communication technology that lead to today's Wi-Fi, GPS and Bluetooth. In the 1940's, this star invented Frequency Hopping which prevented third parties jamming your radio signals, particularly stopping the enemy from interfering with your ship's torpedo guidance system. It was offered to the US Navy, but they didn't take it seriously coming from this person and turned it down. They took it up years later. Name the star.
- 2.0 Which car manufacturer first introduced the electric self-starter thus eliminating the need to manually crank the motor with a starting handle?
- 3.0 What year saw the world's first all electrically powered vehicle run? (if you are within 10 years, give yourself a point)
- 4.0 Which famous vessel bore the designation NCC 1701?
- 5.0 What was the first mass produced front wheel drive car?
- 6.0 This scientist/engineer invented the alternating current (AC) electrical system and was also a leading inventor in radio, radar, X-Rays and remote control. Many of his inventions are used today, but he is better known today for the car company that bears his name. Who was he?
- 7.0 What do the Eiffel Tower and the Statue Of Liberty have in common?
- 8.0 What does "LG" stand for in LG Electronics Company?
- 9.0 When was Nintendo founded - 1889, 1946 or 1975?
- 10.0 Which duo invented the aeroplane?
- 11.0 What is the name of the British computer scientist who invented the World Wide Web in 1989 and very generously gave it away for free?
- 12.0 What unit of length is equal to about 5.8 trillion miles?
- 13.0 You have a CPU in your car (probably), what do those initials stand for?
- 14.0 What was the name of the last steam locomotive to be built in Britain and when was it built?

Answers in the August issue of the Newsletter

## Answers For "Before They Were Famous" – June

1. Peter Falk, 2. John Wayne, 3. Goldie Hawn, 4. Eamon Holmes, 5. David Hasselhoff, 6. Bette Midler, 7. Ronald Regan, 8. Bob Marley, 9. Lou Ferrigno, 10. Beyonce, 11. Sean Connery, 12. Robert De Nero.





## BEFORE THEY WERE FAMOUS

Who did these youngsters grow up to be?

(Answers will be revealed after the raffle)

1



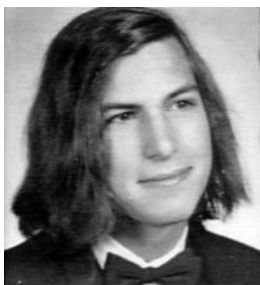
2



3



4



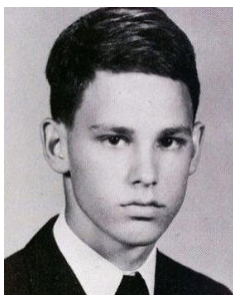
5



6



7



8



9



10



11



12



# July Car Quiz

## July Car Quiz - Name The Make And Model



Figure 1



Figure 2



Figure 3

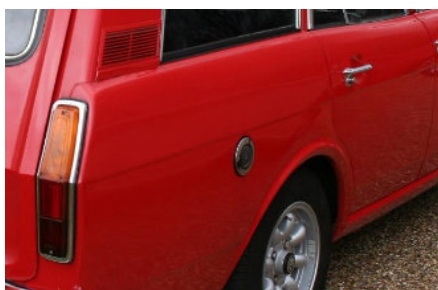


Figure 4



Figure 5



Figure 6



Figure 7



Figure 8



Figure 9



Figure 10



Figure 11



Figure 12



Figure 13



Figure 14



Figure 15



Figure 16

Good Luck. Answers in next month's Newsletter.



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