



February, 2015

Vol. VIII No. II

*Perry Miller's 1989
Jaguar XJ-S Convertible*



Continuing story & more photos on Page 4

photos courtesy of Concours Cars 1 - 2015

JCSC Business Information

The Jaguar Club of Southern Colorado

c/o Jaguar - Colorado Springs

565 Automotive Drive, Colorado Springs, CO 80905

www.jagclub.org

Board of Directors of the JCSC - 2015

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Jaguar Club of Southern Colorado Advertising Rates

	Newsletter	Newsletter & Web Page *
Business Card:	NA	\$ 35.00
Quarter Page:	\$ 72.00	\$107.00
Half Page:	\$135.00	\$170.00
Full Page:	\$240.00	\$275.00

* All web page advertisements will be business card sized and will include a link to your company's web page.

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Club Member: No charge

Non-Member: Three months newsletter advertisement: \$25.00

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One quarter page advertisement in newsletter and web page business card for
1 year : \$100.00.

Acceptance is subject to review by the JCSC Board of Directors

Please contact Jack Humphrey at Jagluver@cs.com or 719.930.4801 if you are interested in placing an ad or if you would like additional information.

JCSC March Events

Wings Over The Rockies Air & Space Museum - March 15

The Jaguar Club of Southern Colorado will conduct a breakfast and museum tour on Sunday, March 15, 2015.

The timeline for this event is as follows:

0930 - 0945 - Meet At Dealership, Jaguar Colorado Springs, 565 Automotive Drive, Motor City.

0945 - 1000 - En Route to Western Omelette.

1000 - 1130 - Breakfast at Western Omelette, 16 So Walnut Street, CoS.

1130 - 1330 - En Route To Wings Over The Rockies Air & Space Museum, 7711 East Academy Boulevard, Denver, CO 80230-6929 (70 miles / 1:45).

1330 - 1600 - Tour Museum.

o/a 1600 - Return to CoS on Own.

Museum Admission Prices:

- Adults (13 – 64) – \$11.00
- Seniors (65+) – \$9.00
- Active military and veterans – \$9.00
- Children (4-12) – \$6.00
- Children (3 and under) – Free
- Museum Members – Free

Please RSVP to Events@JagClub.org AND to Jack at Jagluver2@cs.com by February 14th. Jack will prepare a strip map for the drive at a later date. It is not necessary that you drive your Jaguar.



1989 Jaguar XJS

Narration by Perry Miller / [Narration by Mark Weiner](#). photos courtesy of Concoors Cars.

Continued from the January, 2015 edition of “Through the Windscreen”.

In the Colorado Springs area the place to take your exotic car is Concourse Cars, so I made a call and set up an appointment with Mark Weiner, the owner. I needed a good evaluation of what potential the car had and what it would take to get there. I expected to start with replacing the front dampers, sorting out the electronic issues and air conditioner, a quick tune up so I could enjoy the car the rest of the summer; make sure it was safe, and maybe a little more performance. Other issues could wait until next winter. The meeting with Mark surprised me a little as we had an interview I would compare more to a doctor meeting a new patient than a mechanic explaining the success and failures of British engineering. In the end we agreed on a to-do list and Mark would give me some insight into what might be possible.

It all started innocently enough, it always does. Perry called and said “I have just bought a 1989 Jaguar XJS convertible.” Then, we had the Jaguar XJS “discussion.” I told him How XJS' are bloody expensive to maintain, much less modify. On to their plus side, they have a V12 that is quite turbine-like, unlike any other configuration of internal combustion engine. Their qualities as a GT (grand touring) car are quite amazing. Drive it for hours (even at very high speeds) and you arrive at your destination quite relaxed with your back still functioning as designed.

The looks of the XJS has polarized folks since its introduction. It was one of Jaguar's longest running models starting in 1975 and carrying on until 1995. People who expected it to replace the iconic E Type were disappointed. Those that evaluated it on what it was (a grand touring car) were quite satisfied. Its contemporaries, the Porsche 928 and the Mercedes SL, both lacked a V12. Once again, Jaguar offered supercar features at a cost normal mortals could afford.

Perry's list of complaints was quite manageable; he was told the A/C compressor needs replacing and that's why the A/C doesn't work. He said that after driving 40-50 miles the fuel pump gets noisy. He complained of a knocking noise over bumps, and lastly that the steering wheel was off to the left and the car pulled to the left. I suggested we do a complete general inspection which is our definition of a complete bumper-to-bumper inspection.

Then, we made a list – safety first, reliability second and everything else after that. In the late 80's, Jaguar's brake system contained an accumulator (as did Mercedes, Audi and even GM for awhile). When Rolls Royce went to hydraulic brakes and self-leveling suspension, their bathtub-sized reservoir said “Made Under License From Andre Citroen.” An accumulator's job is to accumulate pressure and dampen pulses

created by the hydraulic pump (be it mechanical or electrical). Citroen first used accumulators on cars in the 50's. When the accumulator fails, the pump has to overwork and the brake pedal feels less “normal.”

The accumulator is a steel sphere with a rubber diaphragm inside and a nitrogen charge on one side. About every five years, the nitrogen charge leaks through the diaphragm and then needs to be replaced. All of which was a long-winded explanation of the background as to why we started out by replacing Perry's accumulator.



1989 Jaguar XJS

Next, we performed a four-wheel alignment which sounds easy enough; however, on an XJS it is quite time-consuming and tedious to do correctly. Once done, the difference in the way the car drives is dramatic.

I really did not want to be in the alignment business, but I gave the two biggest shops in town the challenge: If you can make the steering wheel straight, the tires wear evenly and the car not pull, you can have all of our business and plenty of referrals. I said “I don't care what it costs or how long it takes.” Cut to the end of this story, we purchased our original alignment equipment around 1990 and have never looked back.

The XJS requires “shimming” to set the alignment which involves removing the rear axles to access the rear camber shims. What most people miss on the front suspension is the shims on the upper ball joint used to correct castor. Most shops align it “like a Chevy” and it ruins the XJS' almost-legendary handling.

We replaced the front shocks with Bilsteins which transform the ride and handling of large, heavy cars. It also took care of the knocking noise over bumps that was caused by the failed upper shock cushions.



On to reliability, one of the XJS' Achilles heels is warm running (even though the gauge may say otherwise). All Jaguar V12's have two cylinder heads, two thermostats, two upper radiator hoses and only one coolant temperature sensor – so you only know what the temperature is on the right cylinder bank.

Another endemic problem is the face of the radiator gets blocked by debris. In order to see or remove this debris, the radiator support must be removed. As we found out on Perry's next-year's visit, the face of his radiator was 30% blocked.

Adding to his warm running, the auxiliary cooling fan motor had failed. The originals were made by Bosch and are no longer available. The replacements offered by Jaguar almost fit. The cooling fan clutch on the belt driven had lost most of its grip.

A fan clutch's mission in life is to limit fan speed so it doesn't sound like an airplane taking off, thus helping with fuel mileage. The XJS' clutch is a viscous clutch designed to slip less when hot (read cool more) due to it being filled with silicone fluid.

Replacing the electric cooling fan motor (which is triggered by coolant temperature and A/C operation) and replacing the fan clutch helped get under-hood temperatures to a more comfortable level.

We also discovered and replaced a cracked fan blade which if it comes apart, can have disastrous consequences for all its neighbors; the hood and radiator.

We replaced the battery which sounds easy enough. The XJS uses a battery whose height is unique. It takes a fabricated hold-down to install one properly. Batteries must be securely mounted for two reasons; in the event of an accident you don't want a sulphuric acid bomb flying around. If the battery is not properly fastened, the lead plates eventually break loose causing an intermittent, hard-to-trace problem as they float around inside the case and short out. Usually what I see is an unmounted battery that is too tall to fit within the cover.

We diagnosed, replaced and adjusted the vacuum-operated transmission modulator. Perry's Jaguar was from the GM 400 Turbohydromatic era. The modulator controls the transmission's shift timing and quality – a very important component to have functioning correctly.

1989 Jaguar XJS

Some routine maintenance we performed on his first visit included spark plugs, spark plug wires and a distributor rotor. On the surface, this sounds easy enough. 30-plus years ago, I had a neurosurgeon look under the hood of an XJS and say “there are more wires, hoses and tubes under that hood than connect your brain.” To which I responded, “I guess I need to charge more!”

In the tool kit, Jaguar provided a spark plug socket with two universal joints so you could (in theory) replace the spark plugs without removing the A/C compressor.

The ignition system in those years was made by Marelli (an Italian company). The original distributor caps have not been made for years. The aftermarket caps have considerably less dielectric strength which causes arc through and misfires. One way to help this problem is to set the spark plug gap to .025 which limits the voltage requirement on the already overloaded distributor cap. Another modification we performed was to machine-off the end of the distributor shaft giving more air gap, again which helps with arc through the rotor.



We changed the brake fluid (an important and often-overlooked maintenance item). Brake fluid is hygroscopic meaning it absorbs water which causes pitting of the metal cylinders in the brake system and damages seals. When the brake fluid turns dark, you are seeing microscopic particles of rubber floating in the system. More than 1% H₂O in the brake fluid dramatically lowers the fluid's boiling point.

We changed the differential fluid, another sorely neglected maintenance item. We greased the rear suspension and half-shafts. We adjusted the throttle linkage and all its related switches. One of the throttle pedestals is the throttle potentiometer. This tells the engine ECU how far you are pressing on the gas; a very significant adjustment indeed. There is a transmission kickdown switch (also on the

pedestal) which is critical if the transmission is going to respond properly. There is a full throttle micro-switch which tells the ECU “full power” and enriches the mixture accordingly when adjusted and functioning correctly. Lastly, there is an idle microswitch for the Marelli ignition system which is crucial to its functioning correctly.

1989 Jaguar XJS

We adjusted the fan belts (there are five). Again, these take time and patience as each adjuster has a threaded shaft-style of adjustment and accessibility is very limited.

The fuel injector wire connectors get hard and brittle after years of being baked. We replaced the completely broken one and recommended replacing the remaining connectors during a future visit.

Perry's first venture into improving the XJS' performance was via "the twin-tube extractor system," a free-flow exhaust system and a properly calibrated ECU.



Twin-tube extractor system Before - After, with V band connector installed.

These items were provided by Roger Bywater of AJ6 Engineering in the U.K. Roger was a Jaguar engineer for over 15 years. He is a wealth of information. If you are curious, check out AJ6 Engineering, V12 performance on the web. We improved Roger's design on the extractor system by adding a "V" band connection under the oil filter so it can be changed (without an Act of Congress or Parliament).

The difference with the tuned ECU, the twin-tube extractor system and the free-flow exhaust system was significant; in driveability, throttle response and exhaust note.

We will end Part 1 by saying we evaluated the oil leaks. Stay tuned for Part 2.

Mark R. Weiner President, Concours Cars

I will admit that Mark had to keep the car a little longer than I expected, not because of any delays in his work, but delays in sourcing parts from different areas of the country and from "across the pond". The most dramatic improvements were from the new ECU and exhaust modifications provided by AJ6 Engineering, followed closely by the new front dampers and bushings. I would say the increase in performance was at least 15 to 20 %. The car now could push me into the seat as I firmly pressed down on the accelerator. The exhaust made a cheerful but aggressive burbling noise that was far more enjoyable than the 70's era am/fm radio that was in the dash. While the handling was a long way from a sticky tired Porsche, it now went thru curves without excessive lean and I became confident that car would actually go where it was pointed. The car was now enjoyable enough that I could foresee a long ownership. Mark and I sat down once again and went thru a dream list of what could be done to further improve the car. A next winter project list was put together. Since I was going to keep the car I wanted to address the many issues that so many had claimed problems with

1989 Jaguar XJS

and make sure the car became more reliable and safe. The internet accusations of engine fires, poor starting and electronic issues needed to be addressed so that I could be confident in the car as a daily driver. The performance improvement teased me with what might be possible, so a little more power needed to be found. We live at 7400 feet and regularly drive to 9 and 10,000 feet thru the Colorado Mountains. The car needed to be able to breathe better and I had to trust that the engine would remain cool under more lively driving conditions. A couple of pesky oil leaks had become a little more than just drips. And of course the problems with the air conditioner and the “Lord of Darkness” LUCAS electronic issues had returned and needed solved.

To be continued in the March edition of “Through the Windscreen”.

JCNA Information

It's not too early to start thinking about the JCSC Concours d'Elegance to be held October 3, 2015. The Concours will be held in conjunction with the 2015 British Motoring Festival and both events will be held at Jaguar Colorado Springs, 565 Automotive Drive in Motor City. Please see the notice below regarding potential upcoming changes to Concours rules and regulations to be determined at the March JCNA AGM

JCSC Information

The 2015 Jaguar Clubs of North America Annual General Meeting (AGM) will be held March 20 and 21 in Philadelphia, PA. Our representative at the 2015 AGM will be Jack Humphrey and he will be voting on several topics that have a direct impact on all Jaguar Clubs under JCNA. You are urged to read through and send comments on the AGM topics (<http://www.jcna.com/agm/2015/index.php>) to Jack or me. We will be discussing these items at the upcoming JCSC Board meeting on March 4 so please let us know your thoughts on these topics by March 4.



For Sale



1972 Triumph TR6R Continental. (Barn find?) One owner. Purchased new from Bill Brokaw (Colorado Springs) in September 1972. Always garaged. Actual miles 13704. Includes 2 owners manuals and one factory workshop manual. Also includes windshield and faring and saddle bags (not installed). Engine kicks over but not run since 2002. \$6000 firm.

For more photos and information - Contact Don (719) 471-4098 or Editor@JagClub.org.



1988 Jaguar XJS Coupe, 5.3 liter V12, 81,300 miles. Red exterior, tan leather interior. Recently completed maintenance overhaul to include: new ignition wire set, plugs, distributor cap & rotor; cleaned & pressure checked fuel tank, replaced filters and fuel control unit; new front shock bushings, rear brake rotors, calipers and pads.

\$6,500.00, OBO.

(719) 540-0241 or buddair@comcast.net

Jaguar Foundation

Jaguar Foundation

Tom Krefetz, a member of the Board of Directors for the Jaguar Foundation, is pleased to announce his support for the recently established Jaguar Foundation. The Foundation has been created by passionate Jaguar people who donate their time, resources, and services with the goal of better serving the Jaguar Heritage and preserving the marque for future generations. We aim to leave a legacy for our children's children so that they will be able to appreciate and continue on with the work that we started.

The foundation is anticipating opening two museums, one for each coast, where Jaguar cars, books, memorabilia, and related material will be housed and viewed by the public. We are requesting that JCNA members donate any classic Jaguar related items they can to help form these new museums.

The Jaguar Foundation will give back to the Jaguar community in many ways:

- Provide annual scholarships for students interested in Jaguar Automotive Restoration to help cover the cost of tuition and training.

- Be a resource for historical information related to the heritage and restoration of Jaguar cars.

- Providing a forum for the exchange of information and ideas for Jaguar enthusiasts.

- A specialty tool loan program, with specialty tools available on loan.

- Promote the hobby and encourage people of all ages to become involved with Jaguars.

All donations are tax deductible, as the foundation is set up as a 501c3 non-profit, and we encourage all Jaguar enthusiasts to donate what they can to get the wonderful Jaguar Foundation museums filled with vintage Jaguar items. The Jaguar Foundation will accept donations such as Jaguar: cars, parts, tools, books, memorabilia, as well as financial donations. Financial donations can be made online through the Foundations website, or by check. With any Jaguar donation you will receive a receipt for your tax records.

We encourage all Jaguar enthusiasts to become a Patron of the Jaguar Foundation.

There are multiple levels to meet your needs:

- \$30 for a Patron
- \$250 for a Bronze Level Patron
- \$500 for a Silver Level Patron
- \$1,000 to \$2,500 for a Gold level Patron
- \$2,500 and above for a Platinum Patron

There will also be 2 levels available for Corporate Patrons - \$3,500-\$5,000 and \$5,000 and above.

If you have any questions please contact:

East Coast-

George Camp (803) 760-9460

SCJag@Juno.com

West Coast-

Tom Krefetz (760) 758-6100

TKrefetz@Classicshowcase.com

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NEW JAGUARS

2015 Jaguar F-Type V8 R Coupe. Ultimate Black Metallic exterior with Jet interior. 8 cyl Auto. Stock #J20129 **\$106,201.00.**

2015 Jaguar F-Type V6 Coupe. Ultimate Black Metallic interior with Jet Redzone interior. 6 cyl Auto. Stock #J11304 **\$91,828.00.**

2015 Jaguar F-Type V6 S Convertible. Polaris White exterior with Jet interior. 6 cyl Auto. Stock #J17679. **\$89,113.00.**

2015 Jaguar F-Type V6 S Convertible. Ultimate Black Metallic exterior with Red/JetStitch interior. 6 cyl Auto. Stock #J21991 **\$89,563.00.**

2015 Jaguar XF V6 Sport AWD. Ultimate Black Metallic interior with Charcoal interior. Stock #J59746. **\$61,538.00.**

2015 Jaguar XF V6 Sport AWD. Stratus Grey Metallic interior with Charcoal interior. 6 cyl Auto. Stock #J62188. **\$60,800.00.**

2015 Jaguar XJ- XJL Portfolio AWD. Dark Sapphire Metallic exterior with Ivory/Mineral interior. 6 cyl Auto. Stock #J74964. **\$94,047.00.**

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NEW JAGUARS (continued)

2015 Jaguar XJ XJL Portfolio AWD. Caviar Metallic exterior with Ivory/Truffle interior. 6 cyl Auto. Stock #J78601 **\$90,450.00.**

2014 Jaguar XJ XJL Portfolio AWD. Polaris White exterior with Cashew/Truffle interior. 6 cyl Auto. Stock #J70194. **\$76,989.00.**

2014 Jaguar XF V6 SC AWD. Caviar Metallic exterior with Dove interior. 6cyl Auto. Stock #J22152. **\$45,989.00.**

PRE-OWNED JAGUARS

2011 Jaguar XF Premium. Ebony exterior with Warm Charcoal interior. 8 cyl Auto. Stock # P854. *Jaguar Select Edition, Certified Pre-Owned . Carfax one owner.* 40,016 miles. **\$29,989.00.**

2008 Jaguar S-Type. Liquid Silver exterior with Ivory/Mocha interior. 6 cyl Auto. Stock #T-25689. 18,807 miles. *Carfax one owner.* **\$17,989.00.**

**Additional information and photos of the above vehicles
available at www.RedNoland.com**

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Jaguar Club of Southern Colorado

Membership Form

Name (as you want it on your name tag)

Regular Membership Fee For 2015 \$60.00*
Dual Membership If Paying Full Amount In
Another Club \$30.00

Spouse's Name (as you want it on your name tag)

Make check payable to: **JCSC**

Street Address

Amount Enclosed = \$_____

City / State / Zip

Home Phone Work Phone

Email Address

1st Jaguar _____ - _____ - _____
 Year Model Body Style
2nd Jaguar _____ - _____ - _____
 Year Model Body Style
3rd Jaguar _____ - _____ - _____
 Year Model Body Style

Mail or deliver this form to:

Thom Buckley, Membership Coordinator
c/o Red Noland Jaguar
565 Automotive Drive
Colorado Springs, CO 80905
719-302-1000
tbomb@rednoland.com

*Membership expires Dec. 31, 2015.
Fee includes membership card(s), subscription to
the JCSC newsletter and *Jaguar Journal*, which
has a 2-3 month delay before the first arrival.

Regular events will be planned from your suggestions and you will be notified by e-mail, newsletter and at club meetings.

Questionnaire:

Would you be interested in helping with the operation of the club?

Yes

No

If so, what help would you consider (mark as many as you like)

Serve as an Officer	Yes	No
Newsletter Editor	Yes	No
Webmaster	Yes	No
Concours Judge	Yes	No
Membership	Yes	No
Event Coordinator	Yes	No
Paraphernalia & Stuff	Yes	No

Ideas, suggestions, or assistance you could offer in the creation and ongoing activities of our club:

Revised 2 Feb 2015