



## Ivan Ostroff Contributor

Ivan is still bombing around in the Gentry whenever the weather permits but during the rain of the past few weeks and the onset of colder nights, the leather, wood, and all round comfort the Jags make them perfect transportation.

### MY FLEET



#### 1989 JAGUAR XJ6

ENGINE: 3590cc inline-six  
OWNED SINCE: 2007



#### 1991 JAGUAR SOVEREIGN

ENGINE: 3980cc inline-six  
OWNED SINCE: 2010



#### 1982 RMB GENTRY

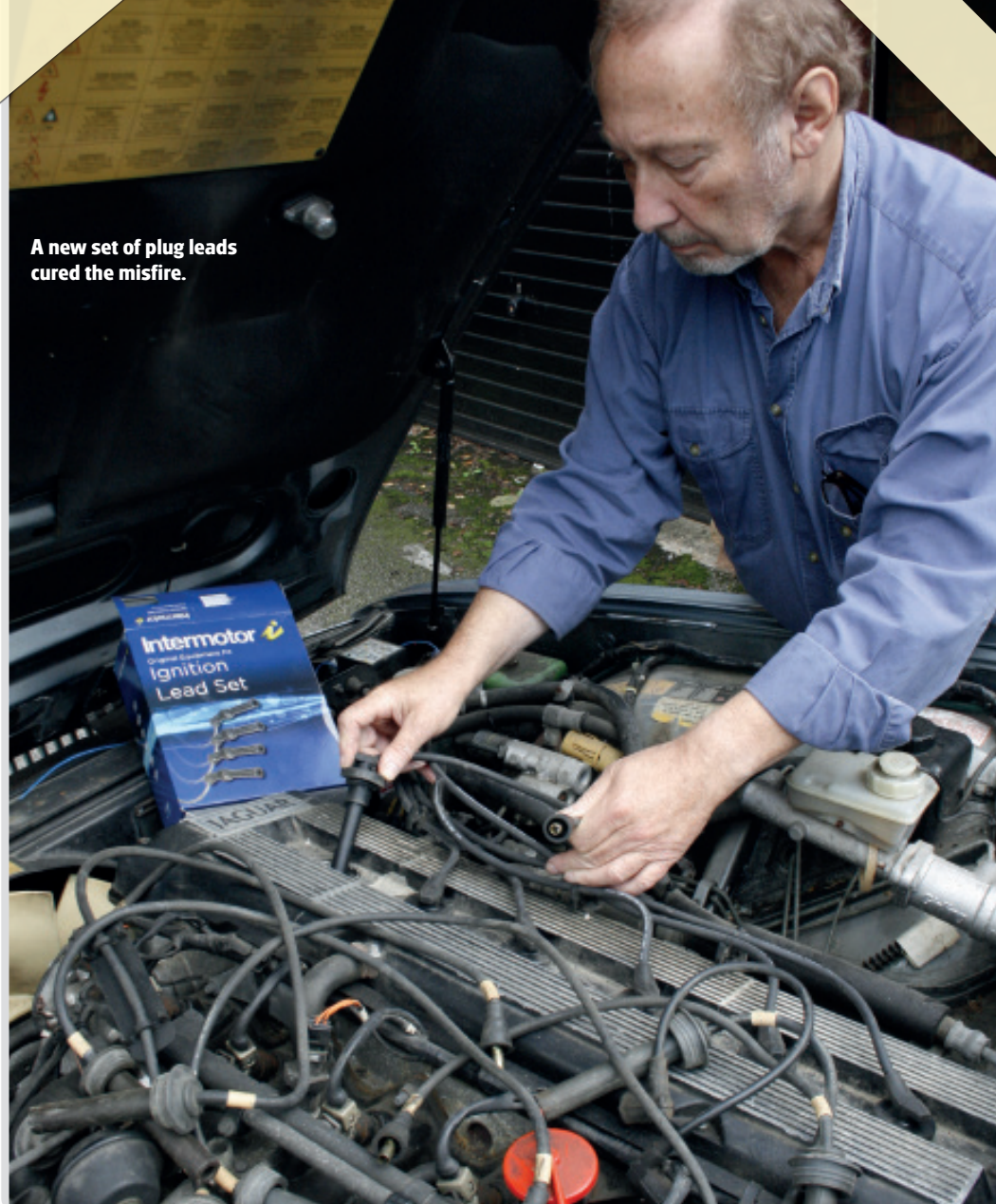
ENGINE: 1296cc inline-four  
OWNED SINCE: 2012

## To-do list

XJ40s - A raft of electrical glitches to sort on the "new" XJ40. Plus re-charge air-con systems and make up a gaiter for the handbrake lever, and construct that lockable luggage compartment on the Gentry.

### THOUGHT OF THE MONTH

I know that I have to let one of the Jags go, but they are so great to drive and terrific to own, I wish I had some more storage.



A new set of plug leads cured the misfire.

## Three Jags Ostroff

When I recently fitted the replacement seat to the 3.6 Jaguar XJ40, I noticed that the colour on the right hand squab bolster had worn away. After a chat with Woolies ([www.woolies-trim.co.uk](http://www.woolies-trim.co.uk)) I sent them a cleaned snippet of leather from under the seat. They then supplied me with a kit containing leather cleaner, colour matched renovator, sealing paste and even an application cloth.

Taking care to adhere to the instructions in the pack, I cleaned the whole seat back carefully and then agitated the leather surface

with the rough side of the cleaning sponge included in the kit. I then applied Woolies colour renovator with the soft cloth. After an hour, I gave it a second coat, then three hours later applied some Woolies sealing paste, later lightly buffing the surface with a soft cloth. The seat back now blends in perfectly with the rest of the car and I am chuffed to bits with the result. Woolies got the colour so right, the leather looks as it did originally without appearing too 'new' and sticking out like a sore thumb. A real result and well worth the effort.

Perusing the classified section of *Classics Monthly*, I spotted an 1988 XJ40 3.6-litre for sale. Granted the later AJ6 4-litre lump does have more torque, but the earlier 3.6 is such a brilliant engine and having only covered 50,000 miles from new this was only just run in. After several pleasant conversations with the vendor, I caught a train to Sittingbourne, Kent and went to see the car. Aware that values of XJ40s are now on the rise as these cars are now being recognised for what they are, I should not have bothered to buy a return ticket. So, I now have

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The colour was wearing away from the drivers squab.



Before applying colour renovator the seat was thoroughly cleaned.



After final buffing off, the renovated squab blends in perfectly.



Corroded relay contacts were responsible for the horn failure.



75,000-mile 1988 Sovereign 3.6 requires TLC, but is worth the effort.

another XJ40, even though the fact that it was running on just five cylinders did seriously concern me. I simply couldn't resist it. However, on closer examination back home, it was apparent that there was simply no spark at No1 plug, so I ordered a set of new plug leads from Jagspares International ([www.jagsparesinternational.com](http://www.jagsparesinternational.com)) which arrived the next day. Once the new leads were on she ran sweet as a nut. Phew, what a relief!

Having stood unused from 1998 until a year ago, typically, there is a raft of petty electrical faults to deal with, but they will be dealt with over time. One thing that had to be put right immediately though was the lack of a working horn. Without that the car was illegal and unsafe. When I connected the high note to the battery it worked but

when I was fiddling with the terminal of the low note horn, it broke off, so now that has to be replaced. I then checked the horn relay and discovered the contacts were rather corroded but after a few minutes' work with some grit paper they cleaned up easily enough. I then refitted the relay, pressed the horn switch and the high note sounded. Result. As for the

running gear, there is a clonk from the rear end which is yet to be properly diagnosed. It's probably a shock absorber, but they will be changed anyway. The headlining has dropped but that is par for the course with these cars and so just another thing to deal with. Other than that the interior is pristine; even the original Jaguar radio and cassette player work perfectly

and without any distortion whatsoever.

The main problem now is that I have not got enough space for three large Jaguars so I'll probably have to let either the other 3.6 or the 4 litre Sovereign go. Both are such lovely cars to drive and always draw the most complimentary comments, so if anyone out there is interested let me know.

CM

