

NORTH GEORGIA JAGUAR CLUB

Newsletter for March, 2006, Volume #5, No. 3



RALLY 101 (A RALLY FOR BEGINNERS AND ALL OTHERS)

By The Old Rally Geezer

Everyone who participated in our club rally of last year, or the Challenge Championship Rally, have expressed how much fun they had and how surprisingly easy it was. We want to continue to encourage new and old rally hands alike to discover the delight in participating in a well staged rally. Rally 101 will consist of a short class room session on: (1) the various JCNA rally classes (yes there are two classes for beginners so show up and join the party!); (2) the basic math involved (this rally actually will require no math beyond simple addition); (3) checkpoint procedures and (4) answer any questions that you might have about rallying. After the class we will head out on an approximately fifty mile rally through the North Georgia countryside. The total drive time for the rally will be around one and one half hours. We are seeking JCNA sanctioning for this rally so the points will count towards Regional and National honors. A final lunch spot is still in the works.

WHEN: SUNDAY, MARCH 26, 2002 (IF IT IS RAINING THAT DAY WE WILL RESCHEDULE)

WHERE: we will meet at WILDMAN'S BBQ (see attached map. Going North on GA400, Wildman's is on the left hand side just past HWY 53 and the North Georgia Outlet Mall. Going North on GA400 turn left into the Super Eight Motel and follow the road around to Wildman's BBQ)

WHAT TIME:

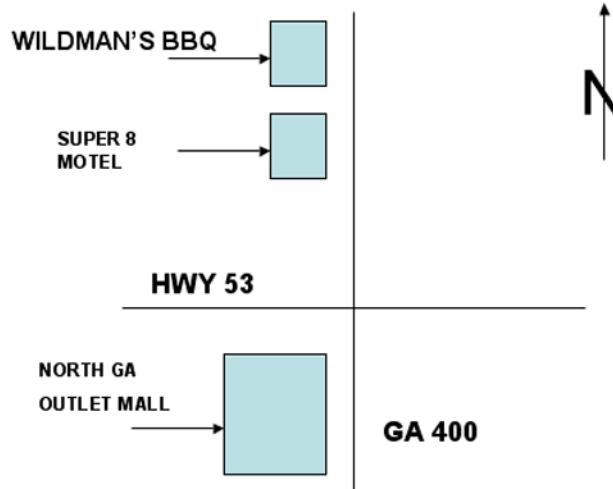
Wildman's serves breakfast so come early and have a cup of coffee. We have a room reserved and we will conduct the rally 101 class starting at 10:30 am with the first car out at 11:15 am.

WHAT DO I NEED

TO BRING: A watch with a sweep second hand, a pad of paper and a pencil will do just fine. The instructions will be complete so that NO ONE WILL GET LOST.

Come on out and enjoy a nice drive in the spring countryside with your fellow club members.

MAP TO RALLY 101



Jaguar V8 Engine 1997-2000 Preventive Tensioner Replacement

Intro by Pat Harmon

This is a must read for any of you that have a 1998-2000 Jaguar with the V8 engine. There are two serious problems with these engines that you need to be aware of. Jaguar Cars is not notifying it's customer base of these issues; I am sure due to the economic impact. We published an article previously reporting on the issue with the Nikosil cylinder lining. In summation: The engineering team was trying to reduce engine weight and, instead of installing cast iron cylinder liners (as with the XK engines), they opted for a special coating of Nikosil lining the aluminum blocks. The lining has begun to fail in a number of engines (mostly in the UK where there is a high sulfur content in the fuel). If your car has this problem it will be indicated by hard starting (due to low compression). The repair is engine replacement! If this distress comes down your street

there are many repair shops that will do quality work much less than the \$10k typically quoted by your local Jaguar dealer. Now, the issue at hand: There is another problem with these engines. Rather than summarize in my own words, I found an excellent article on the Internet from a company in Oakland, CA which follows this short introduction. Whether you are mechanically inclined or not, please understand this VERY IMPORTANT issue about your car. The overhead camshafts on your V8 engine are driven by timing chains connected to the crankshaft. Similar to the chains you see on bicycles/motorcycles they ride around sprockets and are subject to stretching. To make sure the chains remain tight (and do not slip sprocket teeth) they install spring-loaded tensioners which ride against the sides of the chains.

PRESIDENT'S LETTER

The February tech session at Skip Smith's facility was very well attended even though it was a very rainy and gray day. We appreciate Skip hosting us and for arranging for Dan Paul to speak to us about Jaguar interiors. Thanks also to Dave Kirkman for setting up the demonstration by Richard Brown of ColorTech. Richard did a dye job on one of the front seats in Beverly Kirkman's Mercedes while we watched.

The spring-like weather of the last few weeks is intensifying the urge to get out and go for a drive in the Jaguar. At least our first scheduled driving event is only a few weeks away. Dave Kirkman has planned a short rally preceded by a brief rally school on March 26 (see article in this issue). On April 30, Dave and Marvin Sikes have planned a joint drive with the Classic Thunderbird Club to Wolf Mountain Vineyards. We'll have lunch at the winery during that event. More information on this was in last month's newsletter.

I encourage you to review the

calendar of events as there have been some events added and/or changed. If any of you have something you would like to see us do, don't hesitate to contact one of the officers.

By the time you read this, the Amelia Island Concours d' Elegance will be in progress or over. One of our members, Eddie Cole, will have his car displayed in the concours and has agreed to write an article for the newsletter describing the event from the entrants point of view. Also, Skip Smith is preparing an article about his experiences at the Barrett-Jackson and other classic car auctions. We'll also look forward to reading it in one of the next issues. If you have had an interesting car-related experience that you would be willing to share with the club, consider writing an article about it and sending it in for publication.

I'll look forward to seeing you at an event soon.
Roy



April Visit to Wolf Mt. Vineyards

By Dave Kirkman

Just a reminder to make sure that you mark Sunday, April 30, on your calendar for the visit to Wolf Mountain Vineyards. The "Early Birds" from the Thunderbird club will be joining us as our guests for the day. So plan now for a nice drive, a good lunch, and a lot of fun.

Jaguar Owner North American Tour (JONAT)–May 21-24

By Larry Kludt

The JONAT participants will pass through Georgia in late May. They will arrive in Savannah on Sunday, May 21 and stay in Savannah through the morning of the 23rd. From there they will drive to Athens where they will overnight at the Hilton Garden Inn. Tom Koballa will host them in Athens. From Athens they will drive to Young Harris, GA (led by Roy Cleveland) where



they will be met by Bob Reid of the Smoky Mountain Club who will host them in Tennessee. For any of you who would like to meet up with the group in Savannah, that portion will be handled by a member of the Smoky Mountain Club who now lives there. His name is Chic Meyer and his home phone

number is 912-232-4387.

JONAT is a relay of connected sectors that crosses North America. It is open to anyone driving a Jaguar.

Entrants can join for a day, a sector, multiple sectors, or the entire tour.

There is a fee to enter the tour for a day or for the entire tour (\$50 according to the JCNA web site). Each sector has its own coordinator. More information

can be found about this on the JCNA website (www.jcna.com) and click on 2006 JONAT). You can also register there.

We have no idea how many people will be participating in this event so we can't advise you on how many other members you may encounter on any particular sector.



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North Georgia Jaguar Club 2006 Calendar of Events

By Tom Koballa (tkoballa@uga.edu) *Club Member Facilitator

MEMBERSHIP

By Lynn Cunningham

January 14-22 - Barrett-Jackson Classic Car Auction
Scottsdale, AZ

January 21 - Microcar Museum
Madison, GA
(* Tom Koballa)

February 17, 18, & 19 - World of Wheels
Georgia World Congress Center



February 17 or 25 - Upholstery technical session with Dan Paul (*Skip Smith)

March 10-12 - Concours d' Elegance Amelia Island, FL (*Dave Kirkman)

March 19 - JCNA sanctioned Slalom Smoky Mountain Jaguar Club Knoxville, TN

March 30-April 1 JCNA AGM
Seattle, WA

April 22-23 - Carolina Jaguar Club JCNA Sanctioned Concours d' Elegance (22dn) & Slalom (23) Dobson, NC

April 27-30 - Walter Mitty Challenge
Road Atlanta
Braselton, GA

April 30 - NGJC Drive to Wolf Mtn. Vineyards and lunch with Classic Thunderbird Club (*Dave Kirkman)

May 13 - British Motor car Day Berry College
Rome, GA www.atlantabritishmorecarday.com
(* Joe Newell)

May 20 - Smoky

Mountain Jaguar Club
Concours d' Elegance
Gatlinburg, TN

May 28 - NGJC Sanctioned Spring Slalom, Chicopee Woods, Gainesville, GA (*Dick Maury or Lynn Cunningham)

June 3 - Annual Concours Judges Training
Hennessy Jaguar Gwinnett (*Pat Harmon)

June 17-18 - NGJC "Old Car" Overnight (*Dave Kirkman)

July 15 - Concours d' Elegance 101: Introduction to Concours Participation
Hennessy Jaguar Gwinnett (*Pat Harmon)

August 19 - TBA

September 16-17 - Overnight Driving Tour to the U.S. Air Force Museum Warner Robbins, GA (*Pat Harmon).

September 24 - NGJC Sanctioned Fall Slalom, Chicopee Woods, Gainesville, GA (*Dick Maury or Lynn Cunningham)

September 27-30 - Petite LeMans
Location TBA

October 8 - NGJC Sanctioned Concours d' Elegance, Chattahoochee Country Club, Gainesville, GA (*Roy Cleveland or Pat Harmon - Concours Chairman)

October 13-15 - Euro Auto Fest @ BMW PlantGreer, SC (*Dave & Beverly Kirkman)

October 28-29 - Southern British Car Club Show
Chattanooga, TN

November 3-5 - Hilton Head Concours d' Elegance, Hilton Head, SC (* Dave Kirkman)

November 18 - NGJC Annual Business Meeting (*Club Officers)

December 17 - NGJC Annual Christmas Party at Vinings Club
Atlanta, GA (*Joe Newell)

We would like to welcome our new members since the last newsletter. They are

**Ronald & Tracey Blasi,
John & Karen Duktig and
Paul & Alma Shannon**

That brings our total of new members in 2006 to 16. We ended 2005 with 111 members, 25 did not renew and we have 16 new members thus far in 2006. That gives us 102 members at present. Membership lists are available to any member by mail or e-mail. If you would like one, call or e-mail Lynn Cunningham.



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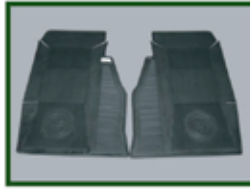
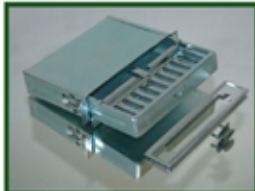
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This Month's E-Type Special Offers



1. "Made in England" plaque. SBS1021 £5 €6 \$7.

2. Complete ashtray assembly for Series 1 4.2.
BD25355 £53 €66 \$80.

3. Rubber floor mats with "growler" motif for all E-Types (please specify LWB or SWB).
U2034 and U2035 £38 €47 \$29 (pair).

4. Three point seat belts with leaping cat motif. Available in red, grey, tan or black. (Roadster only).
BF2013 £77 €95 \$80. (Please state colour).

5. Complete body seal kit for all Series 1 roadsters.
SBS1040 £217 €269 \$325.

6. Interior mirror made to original spec. (Roadster only).
C17757 £33 €40 \$49.

7. Start first time with our high-torque starter motors for all E-Type Series 1 cars. £189 €238 \$199.

8. Glass washer bottle assembly complete with pump and bracket. C17004 £133 €180 \$199.

9. Interior map light. For all E-Types C15486 £23 €29 \$35.

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Jaguar V8 Engine 1997-2000 Preventive Tensioner Replacement *Continued from front page*

We'll, the engineers again trying to reduce weight, installed plastic tensioners in the '1998-2000' engines. These tensioners are now beginning to fail. The following article describes this issue in detail. You are well advised to have your engines checked. When a tensioner fails the plastic may become caught between the chain and sprocket (not good!) and cause the chain to break or slip. If you are lucky the chain will just become loose and start making noise. If this happens, do not drive the car further and have it towed. The AJ-V8 is an interference engine which means that the valves must be timed (via the timing chain) in conjunction with the pistons. If the valve timing changes (i.e. the chain slips) then the valves will collide with the pistons....something that will generally ruin your week. The price to replace the upper tensioners runs around \$800. This includes the \$120 for new gaskets, tensioners and labor. Timing chains and lower tensioners DO NOT NEED TO BE REPLACED unless the mechanic reports they are worn

(seldom). If the dealer insists on replacing everything (over \$2000) I would suggest you find another dealer (This happened in my case... so I know what I'm talking about)

If you have a 1998-2000 Jaguar V8, I strongly suggest your read the attached, excellent article from Continental Imports.


Pat Harmon

Chief Judge Jaguar's 4.0-liter V8, known as the AJ-V8, was the first-ever eight-cylinder engine from that manufacturer. Designed in the mid-1990s by an all-Jaguar engineering team (including employees who worked on the previous twin-cam six), it proved to be a superb combination of lightness, torque, power, and fuel efficiency, the equal of anything from BMW or Mercedes.

In their zeal to reduce the weight of the valve train and related components as a way of improving fuel efficiency, the engineers underdesigned the AJ-V8's timing gear: in particular, the cam chain tensioners. These plastic

Continued on page 6

Smoky Mountain Jaguar Club Slalom-March 19

The Smoky Mountain Jaguar Club will hold its first JCNA sanctioned slalom at Karns High School in Knoxville, TN on Sunday, March 19. For information, contact Gary Cobble at 865-689-1349. 



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February Tech Session Report

By Larry Kludt

Well, it is winter time, it isn't roadster weather and it was raining again, like it did for the Micro Car Museum outing, but...if you sit at home people you don't learn anything! About 13 members had a very informative session on upholstery refurbishing presented by Richard Brown of COLORTECH. Richard was in the process of redying and finishing the seats in Beverly Kirkman's car and the results looked fantastic. Dan Paul of A&D Tops and Trim was also on hand to give us an overview on his business and a few tips on cleaning convertible tops, etc.

Seriously, if you anticipate needing your car's interior "refreshed" or have some upholstery that needs recovering, mending, or a new, convertible top, these are the gentlemen to contact. Dan can be reached at 678-644-8810 and Richard's phone number is 678-232-9252. Also a special thanks to Skip Smith for arranging for the presentations and allowing the use of his garage for the demonstration and presentation.



Carolina Jaguar Club Concours-April 22 Carolina Jaguar Club Slalom-April 23

The Carolina Jaguar Club will have their annual concours at Shelton Vineyards in Dobson, NC near Mt. Airy on Saturday, April 22 as a part of the Triumph Club of the Carolinas (TCOC) "Gathering". Shelton Vineyards is NC's largest vineyard. This is an all British car show and MG is the featured marque this year. For more information, contact Jim Morton at 336-294-3436 or mortoncjc@mindspring.com or Margaret Bingham at 919-779-9404 or bingham2@bellsouth.net. According to the CJC's February newsletter, to participate in the CJC concours you must submit two registration forms - one for the TCOC and one for the CJC. You can obtain the TCOC form at www.triumphclub.org (click on "The Gathering" and then Registration). The CJC form is available through Margaret Bingham or at the JCNA web site (www.jcna.com - click on club list and then Carolina Jaguar Club). The deadline for registration for the concours is April 3, 2006. The official hotel for the event is the Holiday Inn Express (336-835-6000) in Jonesville, NC adjacent to I-77. There is a block of 25 rooms with a CJC rate of \$89 plus taxes being held until April 7.

For those of you interested in the Slalom events, the CJC will also hold a slalom on Sunday, April 23. Information on this can be obtained from Dave Eckrote at 336-993-4740.




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Jaguar V8 Engine 1997-2000 Preventive Tensioner Replacement

Continued from page 4

components are part of the AJ-V8's single-chain design, a weight-saving alternative to the more robust double-chain approach Jaguar has used on most of its six-cylinder engines. (The new 4.2L version of the Jaguar AJ-V8 engine has double timing chains.)

As a result of their weak design and other factors like engine overheating or poor maintenance, the plastic cam chain tensioners on 1997 to 2000 V8 Jaguars began to experience stress fractures, and so did some of the plastic guides. While the cars were under warranty, many tensioners were replaced by Jaguar service departments with improved components.

In their Technical Service Bulletin No. X303-68 of February 2005, titled "Rattle From Engine on Start-up and Idle," Jaguar states:

This Technical Bulletin has been issued to address customer concerns of a rattle emanating from the engine on start-up and idle.

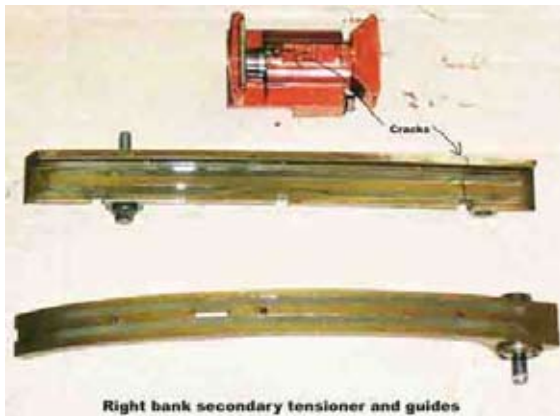
Cause: Failure of a primary or secondary timing chain tensioner.

Should a customer express concern, and the fault has been confirmed as a timing chain tensioner, new primary or secondary timing chain tensioners must be installed.

Engines subject to this problem include XJ8/XJR engines with the last six digits of their VIN numbers between 812256-F41862, and XK8/XKR engines with the last six digits of their VIN numbers between 001001-A24195.

Note that late in the 1999 model year the factory began installing upgraded plastic tensioners. These second-generation units are, to the best of our knowledge, more reliable than the originals.

In 2005, Jaguar introduced a third-generation metal-based tensioner kit. (See the photos at left.) We now use the metal-based third-generation tensioners exclusively when replacing cracked first- and second-generation Jaguar V8 tensioners.



What happens when a tensioner breaks

When a plastic tensioner shatters or wears to the point the cam chain becomes loose, a rattling around can be heard in the cam area at the front of the engine. Usually this happens on start-up, when the engine is cold.

(Note that a rattling sound does not necessarily mean broken tensioners. There can be other causes that are not as drastic but nevertheless indicate trouble.)

On some occasions there is no rattling sound to serve as a warning. As the tensioners wear, the cam chains can

become loose and eventually jump one or two teeth on the cam sprockets – usually on a cold start. If the chain jumps one tooth, rough running will be experienced. If it jumps more than one tooth, the valves on one block will contact the pistons, resulting in engine failure.

If upon start-up you notice a rattling sound from your 1997-2000 Jaguar V8 engine, or unusually rough running, turn off the engine immediately and DO NOT restart it. Have the car towed to a Jaguar specialist service facility for inspection.

Though the tensioners of this 1998 XJ8 engine with 56,000 miles appeared intact on visual inspection with the valve covers removed, upon disassembly both were discovered to be badly cracked, and so was one of the main tensioner guides. A cracked tensioner can break apart and cause cam chain failure, damaging the engine severely.

History of tensioner failures

The AJ-V8 was first installed in the XK8/XKR starting in 1997, and then in the XJ8/XJR (and Vanden Plas models) starting in 1998. Tensioner failures have been experienced by owners of V8 models through the 2000 model year.

Jaguar Cars has instructed their dealer service shops to listen for the telltale rattling sounds during routine service visits. When the cars were under warranty, rattling tensioners, or failed engines due to tensioner breakage, would be replaced with beefed-up second-generation plastic tensioners at no charge to the owner.

Jaguar Cars will NOT cover repair of the tensioners, or associated engine failures, on cars that are out of warranty – and of course all those model years are now past their factory warranty expiration.

Some third-party extended warranties cover tensioner replacement and even engine rebuild on tensioner failure. Check with your warranty provider. Continental Imports is certified as a Jaguar repair facility by most third-party warranty providers. If you would like us to do a tensioner replacement under third-party warranty, please supply us with contact information about your warranty provider before we start the job.

What you can do if you own a 1997 - 2000 4.0L Jaguar

We recommend that if your XJ8/XK8 has passed 35,000 miles, you take preventive action and have the tensioners inspected. If they are cracked, have them replaced before they fail.

While many cars make it to higher mileage without failure, a significant number do not. We don't know the exact number because the factory is keeping it confidential, but we are aware of the problem through extensive our service work on Bay Area V8 Jaguars, and from our discussions with parts distributors.

Jaguar dealer service departments will not replace the tensioners before failure under warranty without the engine displaying obvious symptoms (e.g., rattling noises). And if you own a 1997-2000 Jaguar, your factory warranty has expired by now.

As a preventive maintenance operation, your Jaguar service department, or Continental Imports, can replace your timing gear with improved components. At Continental, we use exactly the same parts the Jaguar dealers do, and having done so many V8 timing gear upgrades, we are highly expert and efficient at this procedure. Our parts and labor are guaranteed for one year.

Jaguar V8 Engine 1997-2000 Preventive Tensioner Replacement

Continued from page 6



Depending on your needs, we can replace only the secondary tensioners, or as shown here, the primaries, secondaries, chains and guides. At the bottom left are replacement water pump and thermostat,

another weak point on early Jaguar V8s. We use the same replacement parts as are used by Jaguar dealership service departments, and we guarantee our parts and labor for one year, unlimited mileage.

Tensioner replacement of the Jaguar V8 is a prudent investment because the cost of inspection and replacement (if required) is reasonable, and the car is in almost all other respects exceptionally reliable. (Early XJ8s and XK8s have a few other, less serious, weak points that can be remedied at the same time as the tensioners. See the sidebar at left.)

Free tensioner inspection, warranted replacement

For a limited time we are offering free tensioner inspection for eight-cylinder Jaguars from 1997 - 2000 model years. At no charge we will remove the right-bank valve cover and inspect the secondary tensioner on that bank. You will be able to see the tensioner's condition for yourself at that time.

Our shop offers a special tensioner-replacement package: an all-inclusive price for replacement of

the secondary tensioners alone, or for the complete replacement of secondaries, primaries, guides, all chains, and seals. We now use Jaguar's third-generation metal tensioners.

Should you elect to replace your tensioners, make an appointment and we promise 48-hour turnaround. Our 12-month, unlimited mileage warranty will apply to all parts and labor.

If you live outside the San Francisco Bay Area, or want to do the job yourself, see our Mail Order page for parts kits you can order directly from us.

Could you experience the problem with the new tensioners after replacement is carried out? Jaguar's third-generation replacement tensioners are far more robust in design (see photos at left) and, though it is too soon to ascertain their longevity with complete certainty, we are confident that they will provide a "one-time" solution to the problem. One thing we are certain of is that all parts and labor we provide are covered under our one-year, unlimited mileage warranty.

Precautions you can take

If your V8 Jaguar has low mileage and its original tensioners, follow these precautions to maximize original tensioner life: Avoid letting the car sit for several days if possible. (This can cause stretched chains to "sag" and then jump a tooth or two under the torque of engine start-up.) Instead, drive it daily if you can. Avoid driving short distances on a cold engine – let it warm up before shutoff by driving at least 15 minutes if possible.

Continued on page 8

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CONSIGNMENT SALES

Jim & Jan Schladetsch

Jaguar V8 Engine 1997-2000 Preventive Tensioner Replacement

Continued from page 7

Maintain the car faithfully. We recommend oil and filter changes every 5,000 miles (as opposed to the manual's 10,000 mile recommendation), using 5W30 mineral oil. (You can use synthetic if you like.)

Your original tensioners MAY last longer if the above precautions are taken, but due to the nature of their design, we can make no guarantees.



When the worst happens: This 1999 XJ8's tensioners both cracked. When the one at the top left broke, its timing chain (shown) snapped and the valves collided with the pistons. Two of the bent valves are shown in this photo. Though such damage requires significant shop time to repair, engine replacement is usually NOT indicated, and the

parts required are reasonable in quantity and cost.

If you hear a rattle in the front of the engine, stop the car immediately and have it towed to a Jaguar service facility. Similarly, if the engine is running very roughly or refuses to start, have it towed. In either case, DO NOT TRY TO RESTART THE ENGINE.

Engine rebuild after tensioner failure is an option

If the worst happens and the valves contact the pistons due to tensioner failure, all is not necessarily lost. Whereas some places recommend engine replacement (at a cost of \$10,000 or more), we can repair an engine that has suffered

tensioner failure and subsequent valve damage on one bank for less than under half that price.

Investing in preventive replacement of the tensioners will remedy this excellent engine's only serious flaw. If proper maintenance is carried out and the car is not abused, your V8 Jaguar engine should be as reliable and long-lived as its famously durable 6-cylinder ancestor.



Color Tech Session Report

By Dave Kirkman

Richard Brown, of COLORtech, attended our February tech session at Skip's and discussed re-dying of older leather and vinyl interiors. As part of his presentation he re-dyed the leather seats in my wife's 1985 Mercedes 380 SL. This is a twenty-one year old car with the original leather seats in good condition but badly faded. Once Richard worked his magic the seats look like new!! Anyone who is interested can contact me and I will be pleased to show you the work he did on Beverly's car. Richard makes house calls and can complete most projects in short order. Give him a call at 678 232 9252 to discuss your particular requirements.



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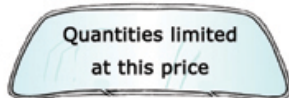
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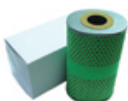
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