

JAGUAR MARK 2



INCORPORATING

2.4/3.4 LITRE MARK 1 SALOONS

2.4/3.4/3.8 LITRE MARK 2 SALOONS

DAIMLER 2.5 LITRE V8 – V8 250 SALOONS

3.4/3.8 LITRE S-TYPE – 420/DAIMLER SOVEREIGN

FORUM



Main Co-ordinator: Brian Downes, 16 Cantley Lane, Doncaster, DN4 6ND Tel: 01302 539878 Email: brian@jec-mk2-forum.org.uk
Technical Advice & Forum Support: Peter Bell – Tel: 01483 852276 – Email: petebell@ntlworld.com
Bodywork and restoration: Alan Proctor Tel: 01909 501660 – Email: jaguarrepairs@tiscali.co.uk Web: www.jagrestoration.com

Our 50th birthday is getting closer!

Brian Downes updates us

You will be reading this in April so it will only be two months before our big event of the year, the Club's Thoresby Hall extravaganza, not only celebrating the 25th anniversary of the Club but, just as importantly, the 50th birthday for the Mark 2 saloon.

We want your support for this. It looks like being a fantastic event with so much to see and its important we bring together as many Mark 2s as possible to make this the best event for our models ever seen. Nigel last month published a list of important cars

needed for the show which included several examples of the Mark 2 and derivative models so I hope many of you have already responded in offering your cars. If you want to be considered, you must contact Graham Searle at the Club's office in Bristol; from his lists the final displays will be planned.

I am really looking forward to this event for lots of reasons, not least because I can already imagine the incredible displays of cars we will have there. Just to see at one event, every conceivable version of our cars will be tremendous, from the earliest 2.4 litre Mark 1 from the 1950s

through to the last of the 240s in the late sixties. I personally would like to see every colour variant and specification and it could happen but we need your help.

Whatever condition, whatever model, we need your support at Thoresby for the 50th celebrations of this wonderful Jaguar model and don't forget, we include in this the Daimler V8s, S-types and 420s so let's get them all along.

As I briefly mentioned last month, I have been targeted with the idea of putting together a bit of a run for Mark 2s, etc. at Thoresby for the Saturday (6th June). I would like to make this a treasure hunt so if anyone out there has any super ideas, or knows the area around North Nottinghamshire well enough to help me out, please don't hesitate to get in touch straight away.

For the moment don't forget the dates and prepare your cars now, Sunday 7th June should prove a fabulous event and a great move forward for our Mark 2 Forum.

Now, over to member Ian Travis, with part three of his S-type refurbishment. ■

Ian Travis's S-type Report – Part 3

Work has been progressing nicely with the car and I am pleased to say that the engine is now running beautifully. I also attended the Question and Answer Seminar the Club organized in January and this provided me with some valuable information to move forward on the project.

Interior attention

Turning to the interior for a change (it has been winter and too cold to do a lot more!), the front door cappings had both suffered from wear and sunlight exposure and most of the top finish had disappeared. Not surprisingly the rear door cappings were better but still not perfect. I decided to take the two front ones to a local French

polisher with one of the rears as a sample to ensure a good match. Unfortunately this chap was never at his place of work so I decided to take all four cappings to Nick at City Polishers in Spalding for them to carry out a sympathetic refurbishment. I believe the original finish was in stain, sealed in with a clear lacquer or varnish.

Despite this being a very small job and that they would fit it in with other work in due course, I still got the finished cappings back within six weeks. The job they did was first class and I could certainly recommend them to other members.

Since buying the car it has not been possible to lower the armrest in the driver's seat. After removing the seat base to gain access it was still not obvious what the problem was. After much head scratching and various body contortions it became clear that a replacement self-tapper had



been used to secure the trim around the rear of the seat, where it wraps around onto the side. This screw was much too long for the job and when removed was found to be bent, obviously by my efforts to lower the armrest! Thereafter it worked perfectly.

A Seating Saga

As can be seen from the original photos the seats were in "used" condition and could do with some gentle refurbishment. The aim is to improve them without destroying the patina of age.

There are several companies who provide kits for this purpose and after looking around decided to use Furniture Clinic in Gateshead (North East), who advertise in the magazine. Keith, from that company, responded very quickly to my enquiry and suggested that I send him a sample piece of leather for matching purposes. The letter was posted one evening and he was on the phone the very next day with further information. In this day and age it is nice to have such prompt and friendly service. He even told me which day the kit would arrive by post.

Before refurbishing the leather, work was deemed necessary to give the driver's seat a bit more shape as it had sagged badly from regular use. This was achieved by introducing packing materials directly underneath the leather facing which lifted the seat and tightened the leather surface. Access was gained by removing the clips on the rear section of the seat which are a combination of spring clips and copper coloured clips formed from some wire alloy. Obviously a special tool is required to form these and they were removed by brute force and ignorance with a flat nosed screwdriver and pliers.

Once access had been gained I introduced two layers of solid carpet underlay (glued together) through the narrow opening. It was doubled over and then opened out



The door cappings as removed from the car. Not in bad condition but the finish had deteriorated over the years with exposure to the light and heat.

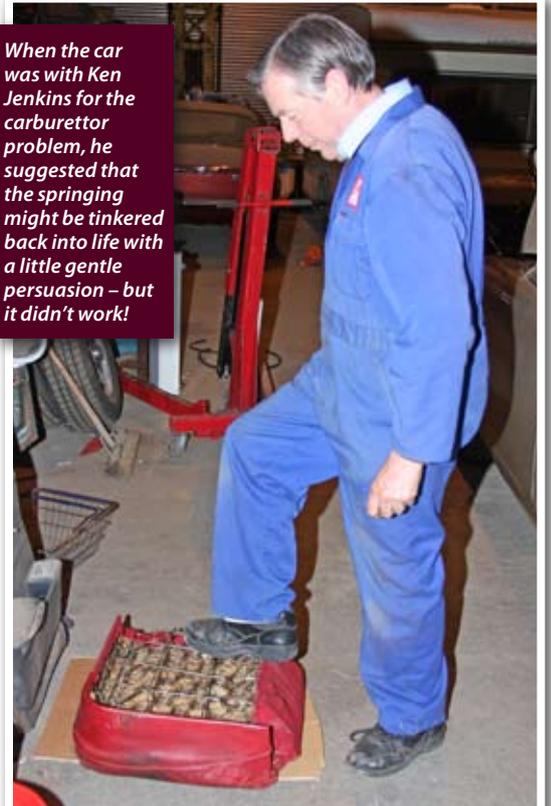


City Polishers did an excellent job with the door cappings which are now back on the car.



The condition of the driver's seat when the car was purchased. No real damage but very dirty and the seat springing has obviously suffered over the years.

When the car was with Ken Jenkins for the carburettor problem, he suggested that the springing might be tinkered back into life with a little gentle persuasion – but it didn't work!



when in position. This however turned out to be less satisfactory. The leather cover of the seat was still loose so some seating foam was purchased from Dunelm (the retail drapers you can find in most towns). This I cut to shape and inserted into the seat cushion. The hessian cover was then sewn down tight to the metal seat frame using a bodkin needle and thin twine.

Before pulling the leather tight and fastening it to the frame with metal clips, some wadding was laid around the front corner and side of the seat to fill it out again and supplement the existing wadding which had become flattened.

Because the copper coloured clips had been destroyed when removing them I was short when finishing off the seat. I will need to source some of these at the next Spares Day (which I hope to have done by the time you read this).

The rest of the seats being in serviceable condition, the next phase will be to refurbish the leather using the kit from Furniture Clinic. It should be noted here that I had previously tried a hide cleaner and leather treatment from Autoglym but this had only a negligible effect. It also showed that the red colour of the seats was not totally colour fast.

Now down to the business of that leather seat refurbishment and at the time of writing I have just done one seat, the passenger front. The kit contained a cleaners and strippers to prepare the leather and spray-on colour and clear protective finishers.

The first step was to remove the passenger seat from the car. This is achieved by removing the six bolts which release the seat frame from the floorpan. Whilst the seat was out the opportunity was taken to thoroughly vacuum the carpets and remove the detritus of four decades. The best finds were a "two bob piece", a new two penny piece and a halfpenny. Preparing the leather for spraying is time consuming and not to be rushed, like paint spraying, preparation is everything.

Initially you have to get rid of all the old polish and any natural oils that have been left by skin contact. It is important to concentrate on the dark areas which will be contaminated with oils and if these are not removed, the colour finish will remain tacky. A good rub down with a cotton cloth and alcohol, both provided in the kit, achieves this end.

The next stage is to remove what is left of any protective spray which was applied when the seats were made. This involves soaking cotton wool balls with the cleaner, which smells of pear drops, is it Acetone? and wrapping them in the abrasive pad supplied. When the colour starts to come off the leather, this indicates that the coating has been successfully removed. Any tears or deep creases can then be filled with the paste provided and sanded down when thoroughly dry. Using wet and dry, with water for this process is not recommended because the paste is water soluble and it all wipes off.

Once dry and sanded off, the leather is again wiped over with a link free cotton cloth and the spraying of the colour coat can begin. Two CO2 aerosols are provided with a connection to the airbrush by flexible tube and the company states that it is better to use a compressor if you have one, rather than the aerosols, as the propellant for the



Ian's first attempt to add support into the driver's seat was by using conventional carpet underlay.



The seat squab after adding the foam providing much better support and more of the original shaping.

airbrush. I was unable to make their system work despite immersing the cylinders in hot water to help the process. When the tripper was operated, the nozzle gave off a stream of liquid rather than gas and refused to entrain the colour coating liquid. Fortunately, I have a compressor which provided the perfect solution and a phone call to the Clinic resulted in an adaptor being delivered by post the next day. Incidentally, the Clinic will provide a compressor on loan for the purpose at the cost of £20 postage and a refundable deposit of £80.

Spraying is straight-forward, leaving 15 minutes between coats for drying and as much colour as required can be applied in several coats. Any streaking is removed when the final protective coats are applied and any runs can be wiped off straight away. Where the filler has been used a matt finish will be seen but again this disappears when the final matt coat is applied.

Once the colour coat has finally dried (1 hour) the gloss finishing coat can be applied. This is sprayed on the areas that are



The front passenger seat, prior to any refurbishment work. The very dark patches were the major areas of concern as the dirt and oils were heavily contaminating the leather.



Part of the kit, the aerosol can shows the adaptor for ease of spraying with a compressor.



Paste applied to help fill some of the cracks in the upholstery.

subject to hard wear. Then the final matt coat is applied and left for 24 hours before the seat can be used. When spraying the gloss coat I obtained a mottled effect in some areas and a phone call to the Clinic reassured me that this would disappear when the matt coat was applied. Apparently this is caused by applying too much spray at once or spraying too close to the work.

Whilst the kit is not the cheapest on the market, it seems to work very well and I would say that it is indispensable where the leather is very badly worn rather than just wanting freshening up. The company was very supportive and quick to respond when contacted during the process. They supplied me with the correct Jaguar original colour and all in all, this seems to be an excellent product for use by Club members.

Next time I return to mechanical aspects of the car. ■



The finished job on the passenger seat, compare with the picture left.