



Battling on with my 1965 4.2 Mark 10 (Caspian)

Wednesday, 3rd February 2016

It's been nearly 2½ months since I wrote Part 7 so it's not surprising that I've made some significant progress – however I have to admit that I'm NOT going to achieve my initial goal of getting Caspian registered and on the road by the end of 2015!

Delayed gratification is all very well, but I wanted to satisfy my Jaguar craving NOW, so I went out and bought another one!! This time, a 1989 XJS V12 Coupé. It requires some loving care and attention, but it came with a valid RWC so is fully registered and mobile.



I'm determined not to allow the new car to distract me from Caspian, as you can see below.

Rear suspension (IRS)



When I said in Part 7 that I saw a wire brush and breathing mask in my future, I had no idea of how right I was. The jobs seemed to never end. However, slowly but



surely, order and tranquility and cleanliness were restored to the shed. The best way to show what has been going on is by showing some before'n'after pics:



Hope I remembered to refit all those nuts and bolts before putting the cover plate back on!



The diff was cleaned and painted. Calipers reconditioned and the rotors machined. The handbrake calipers (centre) were dismantled and cleaned, but were in surprisingly good condition. The diff pinion oil seal leaks, and needs changing, but for now I can't get the 1½" nut off, so I'm leaving the joy of that procedure for later.



Replacing the shock absorbers, at \$600 for the set, was not an option, so, after testing and priming them on the



bench, they were cleaned and painted, the springs powder-coated fire-engine red to match the front springs.



The IRS as it was removed from the car, and now, waiting to be re-united with wishbones and drive shafts. I had some drama



with the wheel bearings and fulcrum shafts. I read up about setting the bearing end-floats and fulcrum shaft pre-loads, and thought I had it sussed, but suffered a crisis of confidence. Luckily Alan Lincoln rode to the rescue on his trusty steed (XJ6 S3), not only walking me through the measuring and calculation process, but also machining the correct spacer for the wheel bearings.



I must work out how to fit the half-shaft universal joints with the tools at my disposal. I don't have a press, and don't want to pay the \$100 quoted by a local workshop.



Bodywork



The rare 14in steel road wheels have been straightened (by Jordan at Mag-Medic), powder-coated (by Zapps) and, after stressing about getting the right hard-to-find tyres, eventually Grant, at Bob Jane Townsville, managed to source some magnificent Bridgestone 205 75R14 w/walls. The wheels now look spectacular, and I can't wait to get them on – if only the rest of the car can live up to them!!

The front windscreen and rear window have been installed, with new rubbers. Brian, from About Town Windscreen Repairs, duly arrived for what I expected to be a routine and trouble-free installation. Ha-Ha!! Apparently, installing windscreens with new rubbers is more difficult than using the old ones (impossible in my case), the rubber mouldings were not quite to spec (apparently), and the chrome trim was out of shape so could not be installed properly. B*gg*r!!! (not that I am given to swearing...). All's well that ends well though (here's hoping!). I'm sure Brian spent more time here

than he anticipated for his fixed price. The rear window and trim were finally installed satisfactorily, despite the rubber moulding not following the contour of the window, but the front windscreen was more of a problem. The moulding was a good fit for the screen, but the chrome trim was not playing the game, (the trim must have been perfectly good 50 years ago – what could have changed between then and now?). In the end, Brian gave up and left me some magic suction clamps for a couple of days, so I could try the job myself. Several attempts, time and patience, seem to have done the trick, but I'm not quite finished yet – so no pics until we are "A1 at Lloyds"!

I'm extremely disappointed with the suppliers of my full body rubber kit from UK. I won't mention their names now, it has been mentioned in previous articles. It seems that they can no longer supply the proper moulded door rubbers which were included in their original kit, and propose to give me an arbitrary credit for the unsupplied items. 7 months after I paid in full.

Not happy!

Upholstery



his shed, on the new squab panel for the driver's seat. The front seats are missing their wood panelling – I haven't managed to re-fit them yet. I don't know whether to re-fit them now, or wait until I've re-conditioned the wood veneer and varnish. There are just too many decisions to make!!!!

All the leather seats have now been finished and installed in the car. Paul at North Queensland Trimming has done an amazing job with them, and I couldn't be more pleased. Here's a picture of the rear seats installed in the car, and of Paul hard at work in



So, Project Caspian is coming together nicely. There's still a lot to do, but I'm beginning to think I'm on the home straight. There's a part of me wants lots of rain for the garden and the Ross River Dam, and another part wants dry, cool weather, conducive to working in the shed.

Next month, you and I will find out what's in store for us.....