

Borys Potiuch's - Well Travelled XJ6

The Beginning

On a rainy day in April 1984 I drove out to Rostrevor to view a 1976 Series II 4.2 litre Jaguar for sale. At the time I knew they were expensive to repair so I had some reservations.

After going for a test drive with the owner behind the wheel, and not being able to inspect the car properly, I stated that I would have trouble getting up my steep driveway in Darlington to which his response was "let's go & see".

On the way to Darlington I was thinking of ways to refuse to buy without offending. On arrival the car successfully drove up the driveway. On hearing a car drive up the driveway my wife came to the window and watched. I walked up the stairs opened the door and was greeted with "you are not buying that". "OK" I said "just go for a drive with the owner and you tell him you don't like the seating or the car".

She did not, she loved it, and the car has been with us ever since. We have taken the family to Queensland, New South Wales and Victoria many times and we have clocked up a hefty mileage.

Car Club

I joined the Jaguar Driver's Club soon after purchasing the car as we had three small children and I needed lots of information to do as much of the repairs as I could to save money.

Bill Mayman was then the spare parts man and helped me immensely.

Repairs & Record Keeping

Unfortunately, I did not see the importance of keeping records of work done on the car so I cannot recall when I had the rust cut out, the body repainted, all chrome work redone and a complete interior upgrade (my best guess is 28 years ago).



A "simple replacement" of steering column bearings which were shot!!!.



Borys & Elaine Potiuch, 1977 Old English White 4.2 litre XJ6 (S2) Auto.

When that was finished it was in pristine condition to look at BUT the engine was not out of the car at the time of repainting and shortly after it was to be taken out for reconditioning. It was then when a good friend of mine said to me "Borys why do you do things arse up".

So now a little wiser and older, I approach repairs on the Jaguar differently.

Overhaul Rear End

In 2015 I commenced overhauling the rear end drive assembly unit. The Jaguar had developed differential seal leaks again but this time I had decided to do the work myself.

After 3 failed attempts to get to the rear hub seals by disconnecting the halfshaft and after words of encouragement from Ray Offe, I decided to completely remove the rear suspension crossbeam.

Once out I had full access to all the components and I started to disassemble and thoroughly clean all the parts. The differential was sent off for a complete overhaul which took care of the leaking seals problem and I began to purchase the replacement parts needed to recondition the complete rear end drive unit.

I have no pit or car hoist but my 2 garage jacks, engine crane and car stands come in very handy, plus my ability to express myself out loud when things got difficult.

The following parts were replaced-

6 shock absorbers (2 front), disc rotors, disc pads, brake callipers overhauled, wishbone bearing & seals, halfshaft universals, rear flexible brake hose, radius arm bushes and as mentioned, the differential was completely overhauled.

Engine Out Again

For the second time, I now have the engine and transmission out of my car and will complete the overhaul of the engine and transmission when I fully recover from my recent operation.

Odometer reading 587,523km, the car has never let me down on the side of the road - no need for RAA membership, but at times I have limped home.

Borys Potiuch

Editor - I have seen Borys car and you would never guess that it has travelled more than half a million kilometres. Thank you for the story. Great work Borys.

