

## GUY BROAD NEWSLETTER - AUTUMN 2011

With the Goodwood Revival behind us - and what an amazing event that was - the 'season' is just about over in Europe and many XK owners will be thinking about what they are going to do to their cars over the winter. In this Newsletter I want to talk about that and also give some Christmas ideas for 'stocking fillers' or perhaps to solve that perennial question, "What would you like for Christmas, dear?"

### Winter warnings



Even if there is nothing outstanding that needs doing to your car, it is very sensible to 'winterise' any classic if it is not likely to be used very much for several months. If you visit the '[October 2010 Newsletter](#)' you can see what I advised then and that advice still stands. One thing I will reiterate is the need to protect your trim. I think it was well-known Jaguar trimmer Mick Turley who said that his best customers were mice. A roof

can make the most comfortable winter quarters imaginable as well as Christmas dinner for a mouse and fabric is top of the gourmet list for moths. The warmer weather, particularly in the north of Europe, has seen a huge increase in the numbers of clothes moths this year. They love woollen fabrics such as carpets and hoods. To stop the pattering of tiny feet, you can't beat proper mouse traps and various moth repellents are on the market - so do it now.



Books are always a good bet so if you don't have a handbook for your car or a workshop manual, I am sure Santa will let you put it on your list. Or how about a **woodrim steering wheel** to go with your stringback gloves? These can use the original boss and they make the car look and feel great, particularly if the original wheel is getting a bit chipped and worn. **Bonnet straps** are another practical touch, which also make an XK look a bit more special. Talking of practical items, the **wing protectors** we sell, complete with printed logos, make working on an XK that much easier as you don't need to keep finding somewhere to put tools and parts or be careful that your buttons don't scratch the paintwork. Other gift ideas could include **mirrors**, **spot lights** or even the **seatbelts** you have been told to fit since you bought the car. You could even work off some of the turkey by spending the festive season **upgrading your engine or brakes**. Why not go to our link and order a [catalogue](#) and leave that somewhere not too subtle?

### Winter Projects

Now is the time to start on those winter projects but often they are left too late and time runs out when the season starts again. Whether it's a retrim, an engine rebuild, a brake upgrade or rewire: don't wait. If you have not already done so and it's not too late, book the car in now with your specialist but don't be surprised if the next available date is late next year.



If you are doing it yourself, start now. If you don't, you probably won't be ready for next spring. Research any project fully and make sure the parts you are going to need are all available before you start. Also make sure you have the tools and skills you need to complete the job or make sure there is someone you can call on if you do have a problem. If you are not sure that you can do the job, my advice is don't do it. On many occasions we have been given a job to finish that someone has failed to complete. Sadly it often ends up costing the customer far more than he would have paid if we had done it in the first place and it would have taken a fraction of the time.



One last tip before you pull the dust sheet over the car; make a note of any problems or concerns you have. It might be a slight leak or a rattle, or a carburettor float that sticks occasionally: something that you have promised yourself to get fixed over the winter. If you don't jot it down, I bet you forget it and kick yourself when you take the car out in the spring sunshine and the niggling fault crops up again. However there is another 'must have' for every XK owner and that is membership of the XK Club. Even if no-one offers to buy you a subscription, treat yourself and click on the link to the [XK Club](#) website.



## **BROAD REPORTS: SECONDHAND PARTS CAN BE COSTLY**



If I had a pound for every customer who bought a second-hand part for their XK and then found it did not fit or was useless, I would be a rich man (no the rumours are not true). I have to be honest, I have been caught out in the past and it is very easy to be fooled; even if the seller swears it is the right bit. To some extent the same goes for 'new old stock' where there is no identifying evidence to prove what it is. Ebay is probably the worst place to buy such parts, as nine times out of ten you never actually see what you are buying, except in a poor photo. When the man from DHL hands you the box, it's too late. If it is the wrong part and as you don't know what it really is, you can't sell it and you have totally wasted your money.

I would say that we've seen it all but I am certain that there will be more to come. Suspension parts are some of the worst items because they are so similar and there are so many variants. XKs and Mk. 7/8/9 Jaguar saloons have many components that look very

similar but are not. Fit the wrong part at your peril because it could upset the handling of your car. A top wishbone from a Mk. 9 is virtually indistinguishable from that on an XK150 but fitting one on the XK will give all sorts of problems.

I am sure most of you have been to autojumbles. They can be great fun but how many times have you seen something for your car that you are absolutely certain is right but when you get it home you find it is not even near what you thought it was. You should also ask yourself a question when buying secondhand parts; where did it come from and why was it taken off? Many parts sold as second-hand have been taken off a car because they were damaged or worn out, thrown in the corner of a workshop and then resurfaced on the market. If you are going to an autojumble for a specific part, then take the old one with you. You can then compare it if you think you have found what you want. It is also handy to show to sellers, who often don't know what they've got in their stock. However, I do have to say that some of the differences can be so subtle that even this is no guarantee.

I remember some years back, a restorer telling me that we were asking too much for a certain part. He told me that he had got a replacement for nearly half the price from a Mk. 1 saloon and with a bit of welding and machining, the addition of a bracket, a modicum of bending and a coat of paint, no-one would ever tell it from the original. When I tell you that the price difference between his make-and-mend bit and the proper part was £35, it does make you wonder what he charged per hour for his work.

Staying in a similar vein, in our next Newsletter I am going to talk about the interchangeability of cylinder heads - another minefield if there ever was one.

## **FENDER BROAD**

Whilst the XK remains the bedrock of Fender Broad sales, other cars have been selling well too. Triumph, Austin Healey and other Jaguar models have been strong sellers. Our customers have all been sporting enthusiasts preferring the upgrades that make the cars we sell so reliable and useable. Somewhat strangely, really nice standard cars have been quite slow sellers. Are we all using our cars more enthusiastically and demand performance and reliability upgrades?



Please have a look at some of the cars we have got at the moment on our website at [www.fenderbroad.com](http://www.fenderbroad.com) or visit us at **Broad and Fender Classic Cars Limited, 8 Beaufort West, London Road, Bath BA16 QB. Telephone 07794**

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## **IN THE WORKSHOP**

I am not sure if we can now claim 'By Royal Appointment' but we have the King of Morocco's 140 Drophead in at the moment, undergoing a complete end-to-end rebuild. In

fact, the only parts we are not touching are the paint and the trim. His Majesty is a real enthusiast for English sports cars and has quite a collection. In no particular order, we have another 140, this one from France, which is having a major rebuild including the fitting of a [five-speed gearbox](#) and disc brakes. We also have the historic Swiss RHD 120 that took part in the Liege-Rome-Liege in 1953/54. We are rebuilding the engine of this car to full factory C-type specification. It is a lovely car that also boasts Borrani wheels.



On the theme of long distance rallies, another 120 roadster in the workshop is being prepared for such events. We are giving it a complete rebuild in preparation for the Trans Continental rally in North America next year and the Paris Peking in 2013.

As well as customers' cars, my 120 racer is being prepped for the Medina Grand Prix on Malta next

month, where it will be accompanied by a C-type, which we are also getting ready for the event. So, as you see, we are pretty busy.