

WELCOME TO OUR AUTUMN 2015 NEWSLETTER



End of Season Planning

Sadly the end of 2015 season is nigh - at least for those of us in the northern parts of the world - with the **Goodwood Revival** being the last outing of the year for many cars. So I thought it timely to talk about planning for the months when cars will be tucked away for the winter.

Some don't worry about their car doing nothing until the more clement weather, and if it's in a dry or even heated garage why bother? Why bother indeed you may say but certain precautions should be considered essential.

I remember being told by a trimmer that his best customers were mice. Not that they ever needed his trim work services but that they feasted on the trim of cars that were nicely tucked up for winter. This was brought home the other day when we opened the boot of the car that recently featured in our Newsletter on trimming. There on the pristine new boot carpet were the tell-tale little droppings of a mouse and chewed up bits of cloth. Thankfully for the owner, the mouse had found an old jacket tastier than the new carpet we had recently supplied. The owner was doubly grateful that the little critter had been discovered before it progressed into the hood of his Drop Head Coupe - the cost of that would have been considerable. A word of advice here as it may be that not all insurance companies cover rodent damage - I am aware that Hagerty does but I suggest you check with your insurer if this might be an issue. It's not just trim that vermin can find appetising - wiring is another favourite and with that the extra risk of a short and a resulting fire. Equally serious, is the risk that the brake hoses may be palatable too. Incidentally the owner of the XK I just mentioned now keeps an 'armed' mouse trap in the boot of the car and has strategically placed traps around his garage.

Winter storage is mainly about protection. Vermin is one aspect; the others are mainly climatic - damp and cold. Some owners put waterproof covers on their cars, even indoors. I would avoid these except under exceptional circumstances. Obviously they keep rain, leaks and bird droppings off but they can damage the paintwork due to getting condensation under them. They can also be a suitable place for nests. A dust cover though is a good idea - one that breathes - but make sure the car is washed and waxed before putting one on, to avoid micro-scratches. For indoor storage, dehumidifiers are the best bet for keeping out the damp. They are a lot cheaper to run than heating. They take up little space but you may have to regularly empty the water container.

Keep out the cold



Sub-zero temperatures mean the risk of frost damage. Not just to the cooling system but also the glass screen washer bottle, which will break if the liquid in it freezes. Many XKs lose coolant and need the radiator topping up regularly. Unless the correct mixture of antifreeze is used, the coolant becomes too weak to be any good. In fact by the end of the summer coolant often has no antifreeze in it at all. For frost protection you have the choice of adding antifreeze or draining the system. However draining the system is not the best idea. It is almost impossible to drain every single drop. The heater matrix, in particular, will retain water even when the system is fully drained. A severe frost could result in the heater core splitting; wrecking not only the heater but also the carpet which will be stained by the coolant pouring on it. By all means drain the system before laying up your car but don't

leave it dry. In fact it's best to flush the system to get rid of the inevitable crud that builds up and can cause poor circulation. The system should then be filled with good quality antifreeze mixture that is suitable for engines with aluminium in them. Most importantly, the car should be given a good run before being put away. This ensures that the antifreeze and water are properly mixed and have got into all the nooks and crannies.

It is very easy to forget to check inside the car for anything that might freeze and cause damage - that spare container of water in the boot, a bottle of drinking water, or worse still a can of Coke left behind a seat could be a bit of a disaster if it split open.

Batteries

Don't forget the battery or batteries either. Electrolyte (the acid in the battery) can freeze and split the casing. You can imagine the mess and damage that would cause! What's more a fully charged battery is less likely to freeze than a flat one. So if there is a risk of freezing, remove the battery or batteries, store them somewhere they won't freeze and keep them charged. Another alternative is to use a battery 'tender' trickle charger that is connected to the battery all the time the car is laid up.

Oil change

Irrespective of mileage, you should change your engine oil at least once a year - unless you do a very high mileage and need to change it more often. This should be done before laying up the car and ideally the old oil drained when the engine is warm. Used engine oil contains all sorts of undesirable matter including acids so it is not a good idea to leave it in the sump longer than necessary. The filter should always be changed at the same time. Our **filter conversion kit** replaces the old filter bowl with a sandwich block that takes a modern spin-off disposable filter. It is far more efficient and easier to change than the large messy paper filter that was originally fitted. It only takes minutes to fit!



There seems to be an increasing plethora of oil companies now jumping on the classic oil band wagon. A multigrade 20/50 has, for long, been the standard choice for XK engines for most road cars and many of us remember with affection Duckhams Q20/50 in its blue and yellow tins. This was

the favourite of many owners but is no longer made. However there are now many variants of 20/50 available, with an equally large variation in price. Castrol produces its version in a copy of its classic can and other companies such as Comma, Miller, Morris and even Halfords supply specific classic oils. Interestingly Penrite, which started marketing 'modern' classic oils earlier than most, offers a 20/60 multigrade - the claim seems to be that it improves oil pressure.

Petrol

I think we are all aware that petrol is not what it used to be. It now contains nasty chemicals that corrode metals in older cars that are no longer found in modern ones. Undesirable sand-like residue can be the result of this. It is best to fill the tank before putting the car away and add some fuel stabilizer. Filling up reduces the amount of air in the tank. On a cold day the moisture in the air condenses on the exposed parts of the fuel tank. This causes the tank to rust (unless you have a superb Guy Broad alloy one) and also contaminates the fuel. Soon after you put in the fuel stabiliser, make sure you run the engine— this gets the stabiliser into the fuel lines and carburettors. Wynn's lead substitute and fuel stabiliser is a good choice as it also protects the valves.



Tyre care

If a car stands on one spot for some time, the tyres get 'flats' on them. This is usually a short-lived problem as after a few miles the tyres warm up and the flats disappear. You can minimise the problem by slightly over-inflating the tyres or get rid of it completely by putting the car on axle stands. If you over-inflate don't forget to reset the tyre pressures when you put the car on the road. If using axle stands, put them under the chassis and not the axles so that the tension is taken off the suspension.

Tyres degrade with age. Light and temperature both cause the rubber to harden and crack so a dark cool place will keep them in good condition longer. Many reckon a tyre that is more than 10 years old should be replaced even if the tread depth is still good. In fact there is a call by some to legislate on this. The degradation of the compound in particular means that grip can be significantly reduced. If you don't know how old your tyres are, look for the DOT code on the sidewalls. The code following the letters DOT is what you are looking for. The last numbers are the significant ones and they may only be on one side of the tyre.



Here the relevant numbers are 4208. These digits tell you that this tyre was made in the 42nd week of 2008. Tyres made before 2000 may have only a three number code. Such a tyre marked 408 would refer to a maker's date of the 40th week of the 8th year in the decade so it could be 1998, 1988 or earlier.

Starting up?

It is a good idea to start up a stored car from time to time. When you do, make sure that you run the engine long enough to dry out the condensation in the exhaust system. Also it is vital to make sure that you don't do this in a closed garage for obvious reasons. Since MOTs and paying for road tax were scrapped from older cars in the UK, you don't need to 'take the car off the road' when you put it away for winter so there are no problems in taking the car for a spin. I suggest that every few weeks, when the weather and roads are dry, you start up your car and give it a run for at least 30 minutes. That should be enough time for the exhaust system to have warmed up and dry out.

Planning workshop time

I say this every year: Plan ahead if you want jobs done on your car ready for spring. Our workshop - as are most quality specialists' - is booked up months ahead because most people want jobs done over the winter months so that they can enjoy driving in the sunshine.

So put on your thinking cap as to what is the next job to be done on your car and give us a call to talk through your options. Of course if you do your own work then we can supply all the parts and advice you need to be ready for the spring sunshine.

Guy Beard

MORE FENDER-BROAD NEWS...

Our cars change regularly, so do check the **Fender-Broad** website often for details on our stock.

Jaguar BROADSPORT XK120 Roadster

BROADSPORT 33 is ready to build. World renowned as the 'best of the best' the BROADSPORT Jaguar is simply your one in a lifetime chance to have your XK built as you would want it. Please view the video of a similar build and let that fuel your imagination for how you want your XK to be.



Spec:

- * Make: Jaguar
- * Model: XK120 Roadster
- * Exterior Colour: Originally cream but your choice
- * Interior colour: Red but your choice
- * Chassis number: S675748
- * Engine number: F3313 - 8S
- * Year of Manufacture: June 1954
- * Body number: F8026
- * Engine size: 3442

- * Transmission type: 5 speed
- * Number of doors: 2
- * Registration: JKV341

£ POA depending on specification

Please call Guy or Neil to discuss.

Contact us for more information on this car.

[XK Broadsport Demonstrator](#)



As an XK enthusiast every car you buy from us or other owners will please you in most ways, but not all ways. There is always something that isn't quite the way you want it to be. The Broadsport XK affords you the opportunity to work with us on 'your perfect XK'.

For more information on this car **Click here.**

For more **Fender-Broad** news and to see a selection of cars for sale visit the **Fender-Broad website.**

PRODUCT SELECTION

Spin-on Oil Filter Conversion Kit

Unlike other conversions, which are complicated to achieve on XK120 and 140 models because there are so many variations, our unique spin-on oil filter conversion kit is simple to bolt on. Suiting all XKs, this conversion is clean, efficient and very cost effective.

Contact us to for more information or to order.



View other products in the Guy Broad range. Our large format thirty-page colour Selection Catalogue and our XK Engine Catalogue cover a huge range of enhancements and upgrades. Go to our **catalogue downloads** section.

To order a catalogue, tel: +44 (0) 1676 541980.

Ordering parts is easy. From the moment you contact us you're dealing with an expert who understands XKs through and through. We'll help you find exactly what you want, advise on new developments or technology that we feel will best meet your particular needs and supply (or fit, if you wish) the complete BroadSport performance package.

The parts can be tailored to suit your car's particular specification, and ready for immediate despatch wherever you may be.