

WELCOME TO OUR WINTER NEWSLETTER

Very best wishes to all for 2008!

For those of us that live in the Northern Hemisphere it is very much mid-winter, dark, damp and cold. So, to try and cheer things up a little, let's talk about good ideas and an interesting view on 2008. It's not that easy to keep coming up with new products for XK's and even when we do the frustration of design and production time can get us all a little down, but it won't ever stop us from trying!

We, at Guy Broad's try to take our lead from customers wants and needs, often we hear of the negative aspects of owning an XK as much as the positives. "Poor lights, bad heaters, inadequate brakes and the need for more power" is most heard through our communication lines. So, we listen and try to come up with solutions that enhance these aspects without detracting from the essence that is the XK.

Over the years we have been asked for and built some of the most outlandish ideas into XK's but, once in a while really good products come out of these more extreme requests. It is now common place to find 250BHP under the bonnet, five speed gearboxes, large caliper disc brake systems and even power steering, but 15 years ago it was almost considered sacrilege to do this. What has happened to change this so much that these 'conversions' are considered 'de-rigueur' ?

Just take a look at our [Gallery](#) page or for that matter any classic car magazine. Rallies, continental tours, track days, racing and good old fashioned 'showing-off' have forced many of those old cars to be pushed to new levels of performance and endurance. We are all so cossetted by modern cars (even basic modern cars have luxuries now) that we all make new demands of our classic cars.

Suffering for the 'good cause' is no longer so acceptable, and when we hear that restoring an XK should be exactly 'as it left the factory' we can only reply, 'yes, on some levels we agree', but would you live in a house restored exactly as it was built in 1953' ? - No, of course not, we want some modern comforts built-in, this makes living in and living with the past far more enjoyable.

I can personally admire anyone who keeps originality and I can totally support the need of heritage, but Sir William Lyons built XK's to be used, hard. Modifying, upgrading and tuning happened two minutes after the first XK rolled out of Browns Lane, so I think Mr. Lyons would be quite proud of all XK owners who find their own reasons to make an XK just a little

bit different and maybe a little more enjoyable.



2008 - THE 60TH ANNIVERSARY YEAR OF THE XK



Hopefully you will all be aware that 2008 is the 60th Anniversary year of the XK. Lots of celebrations are planned and it might be good for all of you to check-in with the 'XK Club' www.xkclub.com - to see the latest news on the big party. It's going to be a mad winter and spring for us here as so many cars and customers are planning to attend, that workshops are full and time is running thin. Let's face it, if we don't make a huge effort for 'XK60', how many of us will have what it takes to wait for 'XK70'!?

BROADSPORT



BroadSport products and developments were introduced around ten years ago when it became clear demand was rapidly increasing for more sporting cars with various power and handling improvements. From our racing background we could develop products to enhance all areas of the XK, from engines, gearboxes, suspension, brakes and latterly even to creature comforts such as interiors, lighting and electrical upgrades.

The bespoke building of complete BroadSport XK's has helped us understand the wants and needs of the discerning owner, from touring, rallying or even racing we can tailor parts packages to achieve the best possible performance whatever the conditions.

Our large format thirty page colour Selection Catalogue and our XK Engine Catalogue cover a huge range of enhancements and upgrades. Alternatively, go to our downloads section [HERE](#).

To order a catalogue, please call us on +44 (0) 1676 541980 or click here to [contact us](#).