

## WELCOME TO OUR WINTER 2015 NEWSLETTER



### A BIT OF WINTER COLOUR

For those of us in the northern parts of the world, this time of year usually means that the XK does not get out so much. While that is a bad thing in many ways, it does mean that we can get some of those jobs done we have put off through the summer, such as a service. In this Newsletter I want to talk about two subjects. The first is servicing and maintenance - particularly in the light of the UK Government scrapping the annual MOT safety examination (MOT stands for Ministry of Transport for those from other shores). I also thought it might be nice to bring a bit of colour into winter. As I get quite a few questions on the subject, XK colour schemes are the second subject for you to read about during the long winter nights.

In 2012 the UK Government announced that it was scrapping MOT tests for pre-1960 cars and motorcycles. This was welcomed by some but not surprisingly others had concerns about the fact that there would be vehicles driving around that had not been properly checked for safety. It also brought up questions about the validity of insurance cover in some cases.

Because the MOT was a legal requirement and nobody wanted their car to fail, many XK owners would carry out a service and a pre-MOT check ahead of the actual test. Now the test is not mandatory, however, it is easy to let this maintenance routine slip, particularly as many XKs don't cover many miles. A sensible recommendation is to continue to have the test done and maintain the pre-test routine. Even though you may not officially need an MOT, there is nothing to stop you getting one done by an official MOT testing station. This not only tells you that your car is in a safe condition but if you were involved in an accident and needed to, you can prove to an insurance company or to the police for that matter your car has been inspected and is in good order.

As your car is probably currently sitting in the garage with nowhere to go, this is a perfect time to get it serviced. However a service in itself does not include the full range of safety checks that an MOT does. Items like brake pipes and hoses, shock absorbers, steering components and chassis and body structure are examined in the MOT test but many of these items are not included in the service schedule. In particular on an XK, brake pipes and hoses must be closely examined because corroded pipes or damaged hoses are easily missed during a service and this should be done by someone who knows what they are doing. But servicing is very important too. Many new cars today do not need servicing for 12 months or more and have messages which flash up on the instrument panel to tell you when a service is due. In the days when our XKs were young, servicing was a very regular necessity, being required every month, irrespective of mileage.

#### **XK handbooks**



The original XK handbooks cover the 'Summary of Maintenance'. In the XK120 handbook for example, it shows that a service is due every month or at 2,500 miles (4,000 km). For this service, among other jobs, it tells you to change the oil and clean the filter, top up the steering box, idler, gearbox and rear axle, lubricate all grease nipples, check the ignition points, top up the brake master cylinder, adjust the rear brakes and the clutch and even swop over the wheels diagonally from front to rear. Then at every

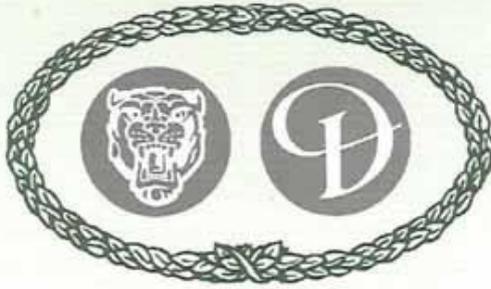
5,000 miles (8,000 kms) and 10,000 miles (16,000 kms) this has to be repeated along with additional service items. You are also told to drain and flush out the oil from both the gearbox and rear axle at 10,000 miles (16,000 kms). Flushing is something that is not generally recommended these days and I doubt that many change gearbox or axle oils as frequently as this. However oil is a lot cheaper than new gears.

If you have not got a handbook for your car, I can supply reprints for all models. These are very useful as they not only describe how to service your car in great deal but also contain a lot of essential data such as the quantities of oil and coolant required for the car. But you may decide that following such service interval recommendations to a tee is a bit OTT. I doubt that anyone would want to spend £100 or more each month on oil for their XK when they did not need to. In my last Newsletter - Autumn 2105 - I talked about oils and oil changes in greater detail so if you did not read this I suggest you do.

### **Paint your wagon - or XK**

So now on to a more colourful subject. We are told that red Ferraris sell for higher prices than those in other colours - so goodness knows why radio and TV presenter Chris Evans had his rare collection of Maranello's finest sprayed white! So if red is the colour to spray your Ferrari for the best return, is there such a colour for XKs? Let me start by answering the question negatively. There are colours to avoid such as obvious ones like pink, purple, etc. Fashion too can affect popularity for colours: take white for example. Not so long ago you could not order a new white car in the UK without paying for it up front because dealers just could not sell that colour. Today, and prior to that even, white is a popular colour. XKs however do not seem to be so affected by fashion in this respect and there were never any radical colours offered by the factory over those years, which should be avoided although some are a bit bland.

We also have to separate out two types of XK owner from the equation - those who aren't concerned about originality and those who are. If they are about to respray their car, the former will often simply choose a colour they like and pick trim to go with it. The latter will want to pick an original Jaguar colour and the trim to match.



**JAGUAR · DAIMLER**  
*Heritage Trust*

Production record Trace Certificate No. **17880**

Prepared for *Dermot Bambridge*

<i>model</i>	<i>Jaguar XK120 3 ½ Litre</i>
<i>date of manufacture</i>	<i>6<sup>th</sup> October 1953</i>
<i>body style</i>	<i>DHC RHD</i>
<i>chassis number</i>	<i>667053</i>
<i>engine number</i>	<i>W 9882-8</i>
<i>original gearbox number</i>	<i>JL 19138</i>
<i>body number</i>	<i>P 2122</i>
<i>transmission</i>	<i>Manual</i>
<i>exterior colour</i>	<i>British Racing Green</i>
<i>trim colour</i>	<i>Biscuit</i>
<i>soft top colour</i>	<i>Black</i>
<i>original dealer</i>	<i>Ashton Preston</i>
<i>date of despatch</i>	<i>15<sup>th</sup> October 1953</i>

This certificate is issued by  
The Jaguar Daimler Heritage Trust.

*[Signature]*  
date *28.7.2000* Director of the Jaguar Daimler Heritage Trust

The Jaguar Daimler Heritage Trust is a subsidiary company of Jaguar Cars Ltd. It was formed in 1983, to maintain for the nation, a permanent collection of motor vehicles, manufactured and sold by Jaguar Cars and its predecessor companies, under the marque names of SS, Jaguar, Daimler and Lanchester. The Trust also maintains an archive of historical records of these famous marque names, which provides information to owners and enthusiasts.



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HER MAJESTY QUEEN ELIZABETH II  
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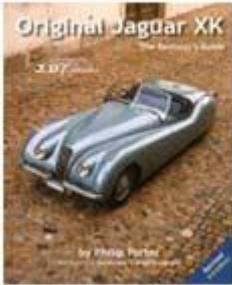
BY APPOINTMENT TO  
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So let's deal with the last category first. In some cases they may want to restore their car to original showroom specification. However, they don't know what the original colour scheme was because their car has been resprayed and retrimmed at some time. The answer here is to first get a Heritage

Certificate - If you do not have one, it is an absolute must. These are produced by the Jaguar Heritage Trust and cost £45. They can be bought on-line at [www.jaguarheritage.com/heritage-certificate](http://www.jaguarheritage.com/heritage-certificate) where you will need to supply the chassis number and your personal details. As you can see from the one in the picture, which was bought in 2000, this tells you all the details of the car as it left the factory, including the colours of the paint, interior and hood (if applicable). Choosing an original paint job can be a nightmare if you want the exact colour shade that was used by the factory. I don't plan to go through all the colour combinations because this would be a major task and bore you to death. For example there were nine paint options for the 120 up to late 1952 and 18 covering 120 and 140 models after that. From December 1956, 13 colours could be chosen for 140s and 150s. If you add to these up to four interior colours and up to four soft top colours you can see



what a vast range of choices there were. And there is no such thing as black and white when it comes to paint. This is so true for XKs with three different shades of black used over the years and three white/creams - and about 16 greys! Philip Porter's excellent book - Original Jaguar XK - lists all the colours and trim/soft top combinations that were offered and is a great resource for such detail. It also lists some of the paint colour codes to help those seeking original matching paint. With modern paints ever changing due to environmental legislation, it is becoming more and

more difficult to select paints by colour codes alone. Today the best way to match an original colour is to try and find some of the factory paint on the car (under trim can be a good place to look as here the colour will not have faded) and get it matched by the paint shop. This might involve taking a panel with you to the paint shop so try and find a part that is easy to remove and take with you. One paint supplier located near to a railway repair depot tells the story of someone bringing a very large front panel from a train into their trade counter to get the paint matched.

Finding the most suitable interior colour can be difficult if you are not simply matching the original. Cars leaving Browns Lane were often supplied with carpets that did not always match the leather - for example you could have biscuit (light brown) seats and trim but suede green carpeting. If you are not sure what colour to trim your car, I suggest you talk to us or a specialist Jaguar trimmer as we know what combinations work best.

One occasion that made me think about this subject was at Goodwood earlier this year. I parked next to an immaculately restored XK140 FHC. The work done was faultless. HOWEVER it was sprayed light blue. Nothing wrong with that as such - 140s were offered in two blues: Pastel Blue and Mediterranean Blue - but this blue was just wrong. I can't explain it but the shade screamed a totally different era and did not suit the car at all. However the owner seemed delighted with his car which I suppose is the most important thing but for me the paint job - excellent as the finish was - just did not work. OK this was my opinion and others might not agree but I know from experience that if I were to sell that car, its colour would be an issue with many looking at it.

### **Season's Greetings**

If you are reading this before the day, have a great Christmas and don't forget to suggest to your loved one (the other half I mean, not the car) or Santa that something for the XK from the Guy Broad selection would solve the present problem. If it is after Christmas, have a look through our catalogue and pick yourself the present you really wanted in your stocking. Perhaps it's that brake conversion you have been thinking about for ages or a nice trim kit to match your paint work!

Gay B. ...