

## WELCOME TO OUR SPRING 2012 NEWSLETTER



It looks like the worst of the weather is behind us now. Winter in the UK wasn't as bad as last year for many. Those in the warmer parts of the UK who invested in winter tyres and wondered if they had wasted their money, had enough snow to justify their investment but now spring is here. That also means that it's time to think about getting the XK out of hibernation.

The problem is though that if you don't watch out, it will be too late to do those jobs you promised to do over the winter. Even if it may not yet be that warm, wrap up well, put a heater in the garage, ensure sufficient supplies of tea or coffee.

It is never a good idea to leave a car standing and not running for long periods. Even when it is 'laid up' a car should be run regularly. Needless to say this should always be done in the open so you don't gas yourself in the garage. You should also make sure you run it for long enough. It is not as important as it was before the days of stainless exhausts, but starting a car up from cold on a cold day will fill the exhaust system with very acidic water and that is not good for it. Ideally the car should be run until the exhaust has dried out and is hot throughout its length. This will probably involve taking the car for a 10 mile run. It is most important that, before you set off, you check the brake fluid and coolant levels as well as the oil and tyre pressures of course. Take it easy at first and apply the brakes at very slow speeds to be sure nothing untoward has happened to them. With drum brakes, it is not unusual for brake fluid to seep past the wheel cylinder seals and get onto the drums. Also if the car has been standing for some time the wheel cylinders can stick. Either way this can cause the car to pull to one side under braking. Leaky wheel cylinders can often be spotted by noticing the reservoir needs topping up or brake fluid droplets on the bottom edge of the brake drums. Disc brakes rarely leak but neglect or lack of use can cause sticking pistons, pads and handbrake linkages.

Worn steering boxes cause steering judder, which in some cases can be severe, and a reconditioned unit can transform a car.

## NEW PRODUCTS

### C-type Steering Wheel

These are an exact copy of the three-spoke steering wheels that were originally fitted to C-types. It is made in the same way as the original, with steel spokes, and comes with the Jaguar-badged boss. One of these is a must-have for a C-type replica and fabulous on an XK120.

## **C-type 2" SU Carburettors**

Sand-cast 2" SU carburettors, as fitted to C-types, have not been available for a long time. We are delighted to offer them again. The pair of SUs come with throttle and choke linkages and fit on to bored-out standard XK120 and XK140 inlet manifolds. The carburettors do not come with air intakes or filters but we have a wide choice, which includes replicas of the original pancake units as well as trumpets of various lengths with and without mesh.

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## **Disc Brake Kits – XK120 & XK140**

Not new but worth reminding you about are our front disc brake conversion kits for drum-braked XKs. Our kits are superior to and better value for money than most on the market. This is because our discs are thicker, and therefore not prone to judder, and the kits come complete with hoses and the nuts and bolts required to fit them. As well as thicker discs, the calipers are three piston Girling units, so the kits are far superior to the factory-fitted disc brakes on later XK140s.

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## **Disc Brake Kits – XK150**

Like our front brake disc kits to convert XK120s and XK140s, our XK150 kit has the superior thicker discs and Girling three piston calipers. They are a direct swop with the standard discs and calipers so are very easy to fit and give much better braking than the originals.

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**XK120  
Steering Box  
(Exchange)**

Vibrations through the steering wheel, which can get very severe, are mainly caused through wear in the steering box and linkages. If a straightforward wheel balance won't cure it then components need changing and more often than not that is the steering box. Our units are completely rebuilt with new worm gears. We offer both left and right hand drive boxes and also offer all the steering joints and idlers to complete the job.

**Contact us** for more info on these products.

## **BROAD REPORTS: PUTTING YOUR HEAD ON THE BLOCK**

Identifying cylinder heads was the theme of our last Newsletter so it is perhaps logical to look at cylinder blocks this time.

At first sight it is difficult to tell any differences between the various XK cylinder blocks but in fact there are six different versions! The same blocks were also used in contemporary saloons, although the 3.8 litre Mark IX had block casting number C17200/1, which was not used in XKs. The engine numbers stamped on all blocks help identify each but be wary. The engine number on the log book is often not the same as the one on the engine, as it was rare for anyone to bother to let the licensing authorities know when an engine was changed. But even the engine number stamped on the block can be wrong, as it is not that unusual to have been faked, particularly where someone has created a 'matching numbers' car.

When looking for a new engine or block, as is so often the case with Jaguars, it is all too easy to buy the wrong component because the visible differences need the 'Arthur Negus' expert eye to spot them. With so many models and such long production this is hardly surprising though. I hope the following might guide you on the correct path.

In years gone by there must have been hundreds of XKs that have had their worn-out engines replaced by those from saloons. And why not? When XKs were past their prime some decades back, the cost of a rebuild was prohibitively expensive for most owners and a 'good runner' from a scrap-yard was the sensible solution. So just because an XK today has a Jaguar engine in it, it does not necessarily mean that it is an engine that was originally fitted to it or an XK. Likewise when buying a second-hand engine or block, don't take the seller's word that it what it is advertised as - he (or she) could easily have got it wrong. I would love

a pound for every engine I have been offered as 'genuinely' coming from an XK that in fact started its life in a saloon

I have to admit that I am not a purist in the sense that I think it is vital to have the exact engine type that equipped the car when it was new. Great if that's your thing but I believe it is most important to enjoy your car, providing that any modifications are done with care and professionalism. So if you need another engine I would not worry if it is not exactly the same as the one that originally sat between your chassis rails. However, in most cases you can't just swap all the components from one block to another, unless both blocks are the same, and there are usually problems when fitting a different engine from the original.

So how do you tell one from another? First off, don't try and identify the engine by the cylinder head as this may not be the one originally fitted. The engine number is the first thing to look at but it is not easy to find as it is tucked away under the carburettors. Not only that, it is probably buried under layers of muck and paint (no not all XKs are concours). A wire brush, scraper and degreaser are the usual kit for this job and I do recommend the wing covers we sell to stop you scratching the paintwork. A handy tool for seeing into inaccessible corners of XKs is a headlight torch. This is a torch on an elastic strap that goes round your head so that the light points onto the place you are looking at. Petzl make an excellent example. Just above where the oil filter bolts to the block is a flat horizontal area where the engine number is stamped. Be suspicious if this area looks freshly machined with sharp clear numbers stamped into it because those are the tell-tale signs of a forged engine number.

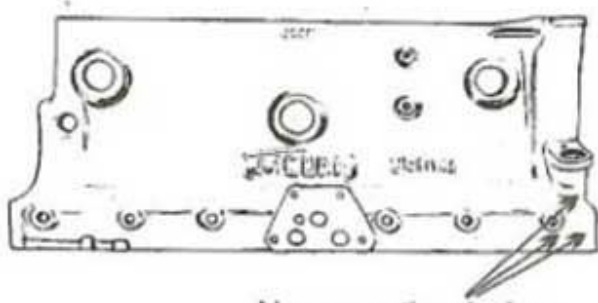
The other and more reliable identifier is the block casting number. This is even more difficult to see as it is tucked up even further under the carburettors, just below the head gasket. The table below gives these numbers and which cars they were fitted to. The engine numbers give further definition but some of these are not recorded.

Also below are some illustrations of the external differences between various blocks. Some have different mounting points so check your brackets as these can be a clear give-away that a different block has been fitted. Incidentally if you are wondering what a Bray heater is, this was a sort of immersion heater that screwed into the block and could be plugged into the electrical mains. It allowed the coolant to be warmed up in winter for a faster get away. Similar devices are still used in cars in places like Sweden and Finland.

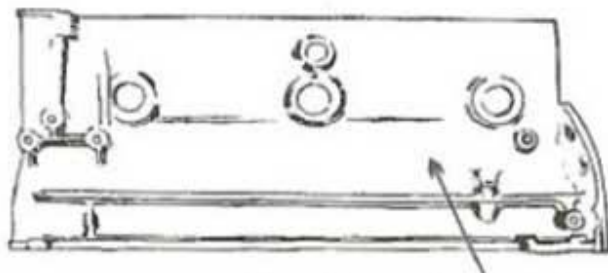
As well as external differences, there are also internal differences between blocks so do not assume that all Jaguar engine components are interchangeable or you could end up in serious trouble. As I always say, please give us a ring if you have a query and we will try to

put your right. We also usually have blocks and engines in various stages of build available if needed.

<b>Casting No.</b>	<b>XK Models</b>	<b>From Engine No.</b>	<b>To Engine No.</b>
C2331 & C2331/1	XK120 early	W1001	W2011
C4820	XK120 late	W2012	W9999
	Also numbers	F1001	F4251
C4820	XK140 early	G1001	G1907
C8610	XK140 later	G1908	G4430
C8610/1	XK140 very late	G4431	G9 unknown
C8610/1	XK150 early 3.4	V1001	V6860
C8610/1	XK150 'S' 3.4	VS1001	VS1 unknown
C15951	XK150 late 3.4	V6861	V9999
C15951	XK150 'S' late 3.4	VS unknown	VS unknown
C16020	XK150 3.8	VA1001	VA unknown
C16020	XK150 'S' 3.8	VAS1001	VAS unknown

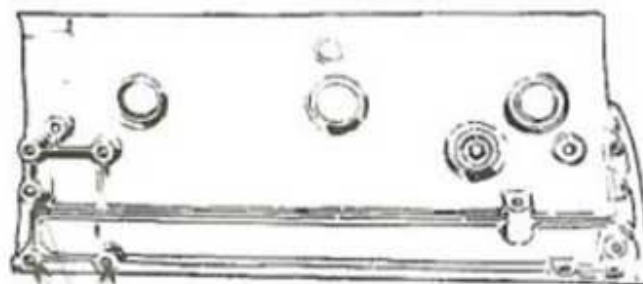
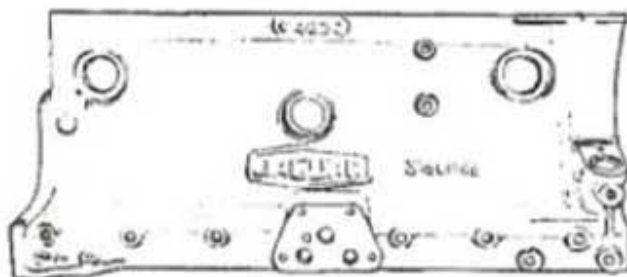


No mounting holes



No adapter for 'Bray' heater

Engine block - C2331-XK120 early



Large triangle pattern for mounting

Engine block - C4820 - XK120 Late/140 early



We pride ourselves on our website, which we believe is as good as it gets when it comes to displaying cars. Please go to [www.fenderbroad.com](http://www.fenderbroad.com) and look at our stock. The photography and range of photos of each car is second-to-none and very soon there will be a video facility so you can take a road test from your screen. We also show prices where we can so there's none of that frustrating POA business. Also on the website you can find out about our racing exploits, particularly with the XK120 and 'works TR2'. Apologies if there are a few 'coming soon' messages but we are doing extensive development work on the site to make it even better.

Our absolute mission statement is to buy cars we like, bring them back to their best, and sell them to people we like.

**Broad and Fender Classic Cars Limited, 8 Beaufort West, London Road, Bath BA16 QB.  
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## **IN THE WORKSHOP**

Some of the projects we reported on in the last newsletter are still on-going. One of those is the extremely rare left hand drive XK140 Drophead Coupe from Morocco. Most of the rebuild has been completed but we have now been asked to install air conditioning to counter the heat of North Africa.

The XK120 roadster we are building for the 2013 Peking - Paris is underway but this will be a long job. The car is being built specifically for one of the toughest if not the toughest trial any vehicle could be expected to participate in, let alone one from the 1950s.

We also have an XK140 Roadster from the Netherlands that is in for a full rebuild and upgrades and there is an XK150 DHC undergoing similar work.

We are now offering exchange reconditioned steering boxes for XK120s. We have one such car in to have its box exchanged and at the same time all the steering components are being renewed. It always annoys me when people say how bad the steering is on XK120s. This just proves they have

