

# THE XK SPIRIT

THE ARISTOCAT REGISTER MAGAZINE



## ***Gary Hoskin's Aristocat***

**WINTER 2021** The longest build to date P4 / Australian 'Cat' work P5 / E10 fuel clarification P6



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# ENGINE NOTES

## EDITORIAL

For the past couple of years we have struggled to get enough articles and pictures for each edition of 'The XK Spirit' magazine. When I sent out my second appeal to those of you who are on our email list I was thinking that this issue might not be going out.

Well I was so wrong, as your response has been magnificent. Instead of having to consider not publishing the Winter 2021 edition I have had a very mixed response of different material that I am juggling to get all the articles and pictures that are date relevant into this issue. So a really big thank-you to all those of you who have sent articles and pictures not only for this but also for previous editions. I currently have email addresses for about 65% of our membership which helps us to keep in touch with you so, if you haven't let us have an email address please let me know; mine is below on this page.

Having sold my Aristocat, given up my garage facilities and sold my tools, I've retreated to either my



shed (new small work space built amongst the shelving) or using part of my large office/man cave in the roof space of our home. The need to be building something soon returned. I have to date built a Wilkinson Strat guitar and currently in the finishing stages of completing a 60's Blues valve guitar amplifier. I've realised that I need some sort of fettling hobby too help my on-going sanity.

As well as keeping in touch editing 'The XK Spirit' I get great pleasure visiting our local Classic Car Shows with my good friend Barry O'Neil. Barry picks me up on a Saturday morning in his superb XK 120 and I have to say (after travelling to many Jaguar events) I do enjoy going to see a mixed bag from

Morris Minors (Moggies) right up to what I originally wanted to build which was the Ultima; this unfortunately being out of my price bracket. It's great to meet with new and old Petrolheads and over the years of building have learnt and received a lot of help and got many good contacts from attending these events.

As Christmas approaches from all the Team we wish you a restful and happy Christmas with your families. Once again a big thank-you to all who have contributed this past year to 'The XK Spirit', please consider contributing your articles and pictures in 2022.

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# DRIVER'S SEAT

## COMMENTS FROM THE CHAIRMAN

In this edition's chairman's message, I have finally been able to report on events and activities that have happened throughout the summer. I hope you all have managed to get out and about at last and enjoyed the summer; whether you were in your Aristocat or you are still building.

First and foremost, the National Kit Car Show was finally held at Stoneleigh over the August Bank Holiday weekend after being delayed by Coronavirus for nearly fifteen months.

It goes without saying that the event was a great success with an excellent turn-out of seven Aristocats with plenty of visitors to our pitch. You can read all about it and see photos of the event later on page 10 of this edition.

After the extended lockdown, I tried to make the most of the summer days between July's 'freedom day' and the darker and wetter days of Autumn.

Fortunately for petrol-heads like me, a lot of organised motoring events were squeezed in between this period.

Apart from the Jaguar Summer Festival at Bicester in July (which we reported in the last edition) and the National Kit Car Show at Stoneleigh, I also managed to attend two motor racing events at the Shelsley Walsh Speed Hill Climb. Although I had known about this venue for some time I hadn't ever been able to go along and experience this event that Autotune have often attended. However having moved to Herefordshire recently, I now live reasonably close to the venue, and managed to go there a couple of times.

Finally, my wife and I managed to go to the Goodwood Revival again this year. We hadn't intended to go but at the last minute we found out that we had won a JEC competition for a pair of tickets to the event! It's not every day that we get that type of luck.

Thinking back over the summer, despite being promoted as motoring events, they all had their own feel and were enjoyable for many different reasons.

The JEC Summer Festival was all Jaguars and felt a bit like a reunion; the two events at Shelsley Walsh were competitive but had a local feel; the Kit Car Show was again a bit of a reunion, but for kit car builders, and finally the Goodwood Revival was a competitive car racing event with all the glamour and evocation of the 1960s.

So in summary, my short summer out and about in the Aristocat gave me a taste of the huge variation of motoring events that are available in the UK. I feel extremely lucky that I was able to go to these events and I want to encourage you all to take a look at the magnificent range of events happening next year and take a trip out. I am sure you will not regret making the effort!

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# The longest build to date

Hi everyone, greetings from Cape Town in South Africa. I suppose I have the record for the longest Aristocat build (given that I still haven't finished it!). Looking at the original invoice date (July 2004) I wonder where all the time has gone. The truth is that life catches up with you. A few years of golf after retirement and then I decided I wanted an XK.

Looking at all the replicas I eventually decided on the Aristocat because (with a bit of knowledge from my youth) I wanted a decent chassis, no ladder frames or fibreglass monocoques! Seeing the photos of Anthony Taylor driving JSV 139 and then meeting everyone at Stoneleigh was enough to convince me to go for building an Aristocat.

My donor car was a 1985 Series 3 3.4 litre automatic with 20,340 miles on the clock. I should add that I had ordered the kit to cover future use in the UK (hard top, soft top and flat screen).

A few months later Christine and I were on our way to Rishton to collect all the bits. We'd just stopped at a motorway service area for lunch when I received an e-mail that I had been successfully elected as a Parish Councillor, the first application of the brakes on the project! Soon after that I became Chairman of the Shell-Mex & BP Pensioners Group, SE region.



My son had previously moved to Cape Town and in later years (having finished our other commitments) our holidays with him became 'swallow migrations'. We'd also been granted South African residency (as Pensioners) and in 2016 we decided to emigrate and join him.

My chief problem was that the S.A. Customs would not grant me permission to bring the Aristocat to Cape Town. They just didn't know how to classify it!

After 4 years of arguments and investigation I was finally given an acceptable code (I'm sure it was one I had previously submitted!) and she arrived here this year much to my delight.

4 years of storage in a UK shippers warehouse were not kind. My polished carbs etc. were corroded, the new crackle black paint on the cam covers had flaked off (now to be polished as well) and the engine bay was full of spider webs and other stuff!

The only parts we couldn't find were the rear light housings, I guess they were left on the drive in the UK. when we packed everything up. Carolyn managed to source a pair for me with a delivery time of about 4 weeks.

Remove the plugs and inspect cylinders, recharge the battery, check the fluids and 5 litres of Shells best and away she went!

She is now parked across the rear of my garage. All that remains is to complete the brake installation (modified handbrake), wiring and cockpit.

I've have also had new engine mounts made to raise the engine sump well clear of the ruts we have here. Gearbox will also be raised proportionately.

South Africa is lucky to have 'Artisans' working from home; all you have to do is find them. My TUV approved seats didn't look right compared to a friend's C-Type replica. ►

# Australian 'Cat' work - ongoing

◀ Two photos and the words "I want this to look like those" and the reply was "when did I want them done and did I want 'aged leather' to suit the period?" The same goes for engine specialists and Jaguar parts suppliers.

Oh yes, I also found details of the XK 120 special (see picture) built for the automotive artist, Dexter Brown to compete in the Ghent Speed Trials in 1970. I had to have one like it!

Out goes the hard top and soft top, no heater needed for our climate. In come the Aero Screens, body vents and wind deflector! I doubt that the knock-on wire wheels will be possible, so XJS spoked alloys will have to do.

That's where we are now, I'll keep you updated about getting it 'road worthied' and registered (that promises to be fun, but again I've found a local expert!).

With all our interest in Jaguars I joined that Cape Jaguar Club, I'm now Chairman and Chris is the Secretary!

My best wishes to all readers, especially to the 'Bale Family'. I bet your kids are driving their own cars by now!

- Mike Baker



Andrew Kirkup with the best and tidiest array of automotive cannisters I have ever seen!  
- Andrew Kirkup

# FBHVC clarification on E10 fuel usage

After an extensive consultation process, the Department for Transport has introduced legislation to mandate E10 petrol as the standard 95-octane petrol grade from 1 September 2021 and in Northern Ireland, this will happen in early 2022. They will also require the higher-octane 97+ 'Super' grades to remain E5 to provide protection for owners of older vehicles. This product will be designated as the 'Protection' grade. The change in fuel applies to petrol only. Diesel fuel will not be changing.

Petrol pumps now show new labels designating the grade, the maximum ethanol content and an advisory cautionary notice. Other information regarding the introduction of E10 petrol may also be provided by fuel retailers such as the 'Know your Fuel' sticker.

For some time, service station pumps have had E5 and B7 labels consistent with the BS EN16942 standard that has been adopted across Europe. This standard also sets out the labelling requirements for other renewable fuel grades such as E85, B20, B30, etc. that can be found across Europe either on service station forecourts or for captive fleet use.

At the petrol station, a circular 'E10' or 'E5' label will be clearly visible on both the petrol dispenser and nozzle, making it easy for you to identify the correct

petrol to use together with the warning text "Suitable for most petrol vehicles: check before use"

New vehicles manufactured from 2019 onwards should have an 'E10' and 'E5' label close to the filler cap showing the fuel(s) they can use.

Almost all (95%) petrol-powered vehicles on the road today can use E10 petrol and all cars built since 2011 were required to be compatible.

If your petrol vehicle or equipment is not compatible with E10 fuel, you will still be able to use E5 by purchasing the 'super' grade (97+ octane) petrol from most filling stations.

The Federation recommends that all vehicles produced before 2000 and some vehicles from the early 2000s that are considered non-compatible with E10 - should use the Super E5 Protection grade where the Ethanol content is limited to a maximum of 5%.

To check compatibility of vehicles produced since 2000, we recommend using the new online E10 compatibility checker: <https://www.gov.uk/check-vehicle-e10-petrol> however, please note that many manufacturers are missing and there are some discrepancies regarding particular models.

Additional information on vehicle compatibility issues is available on the FBHVC website: <https://>

[fbhvc.co.uk/fuels](https://fbhvc.co.uk/fuels).

Ethanol is an alcohol derived from plants, including sugar beet and wheat. Increasingly, waste products such as wood are also being used to manufacture ethanol. Therefore, it is renewable and not derived from fossil fuels.

Principally ethanol is being added to fuel in order to reduce carbon emissions as Britain heads towards its target of net zero emissions by 2050. According to Government experts, this will reduce greenhouse gases by 750,000 tonnes per year which, they say, is the equivalent output of 350,000 cars. The move will bring the UK in line with many European countries which have been using E10 fuels for a number of years already. In some parts of the world, such as South America much higher levels of bioethanol have been in use since as early as the 1970s.

What might happen:

1. Corrosion / Tarnishing of metal components
2. Elastomer compatibility - swelling, shrinking and cracking of elastomers (seals and flexible pipes) and other unsuitable gasket materials
3. Air/fuel ratio enleanment.

Some historic vehicles use materials in the fuel systems that are damaged by ethanol. These include some cork, shellac, epoxy

resins, nylon, polyurethane and glass-fibre reinforced polyesters. In later cars these have largely been replaced with paper gaskets, Teflon, polyethylene and polypropylene which are all unaffected by ethanol. Very old leather gaskets and seals are also resistant to ethanol.

As the ethanol molecule is smaller and more polar than conventional petrol components, there is a lower energy barrier for ethanol to diffuse into elastomer materials. When exposed to petrol/ethanol blends these materials will swell and soften, resulting in a weakening of the elastomer structure. On drying out they can shrink and crack resulting in fuel leaks.

If your fuel system has old hoses or any degradation of components, then ethanol may appear to advance these problems very quickly. You may experience leaks or fuel "sweating" from fuel lines. Some fuel tank repair coatings have been found to breakdown and clog fuel systems, although there are plenty of ethanol resistant products on the market.

The most important thing is to ensure your fuel system components are regularly inspected and renewed as part of a routine maintenance programme for your historic vehicles. Ultimately owners should look to renew fuel system components



such as hoses, seals and gaskets with ethanol safe versions as a long - term solution and more of these are entering the market through specialists every day.

If you should decide to make the necessary vehicle fuel system modifications together with the addition of an aftermarket additive to operate your classic or historic vehicle on E10 petrol. The FBHVC strongly recommends that you regularly check the condition of the vehicle fuel system for elastomer and gasket material deterioration and metallic components such as fuel tanks, fuel lines and carburettors for corrosion. Some plastic components such as carburettor floats and fuel filter housings may become discoloured over time. Plastic carburettor float buoyancy can also be affected by ethanol and carburettors should be checked to ensure that float levels are not adversely affected causing flooding and fuel leaks.

Ethanol is a good solvent and can remove historic fuel system deposits from fuel tanks and lines and it is advisable to check fuel filters regularly after the switch to E10 petrol as they may become blocked or restricted. If your vehicle is to be laid up for an extended period of time, it is recommended that the E10 petrol be replaced with ethanol free petrol which is available from some fuel suppliers. Do not leave fuel systems dry when storing, as this can result corrosion and the shrinking and cracking of elastomers and gaskets as they dry out.

Ethanol contains approximately 35% oxygen by weight and will therefore result in fuel mixture enleanment when blended into petrol. Petrol containing 10% ethanol for example, would result in a mixture-lean effect equivalent to approximately 2.6%, which may be felt as a power loss, driveability issues (hesitations, flat



# My 8 year journey (so far) to Aristocat country

◀ spots, stalling), but also could contribute to slightly hotter running. Adjusting mixture strength (enrichment) to counter this problem is advised to maintain performance, driveability and protect the engine from overheating and knock at high loads. Modern 3-way catalyst equipped vehicles do not require mixture adjustment to operate on E10 petrol because they are equipped with oxygen (lambda) sensors that detect lean operation and the engine management system automatically corrects the fuel mixture for optimum catalyst and vehicle operation.

Ethanol has increased acidity, conductivity and inorganic chloride content when compared to conventional petrol which is typically pH neutral. Ethanol can cause corrosion and tarnishing of metal components under certain conditions. These characteristics are controlled in the ethanol used to blend E5 and E10 European and UK petrol by the ethanol fuel specification BS EN15376 in order to help limit corrosion.

Some aftermarket ethanol compatibility additives claim complete protection for operating historic and classic vehicles on E10 petrol. The FBHVC is not aware of, or has tested any additives that claim complete fuel system protection with respect to elastomer and gasket materials for use with E10 petrol. The FBHVC

therefore recommends that elastomer and gasket materials are replaced with ethanol compatible materials before operation on E10 petrol.

However, corrosion inhibitor additives can be very effective in controlling ethanol derived corrosion and are recommended to be added to ethanol in the BS EN15376 standard. It is not clear if corrosion inhibitors are universally added to ethanol for E5 and E10 blending so as an additional precaution it is recommended that aftermarket corrosion inhibitor additives are added to E5 and E10 petrol.

These aftermarket ethanol corrosion inhibitor additives often called ethanol compatibility additives are usually combined with a metallic valve recession additive (VSR) and sometimes an octane booster and have been found to provide good protection against metal corrosion in historic and classic vehicle fuel systems.

What happens if I fill up with E10 by accident? Don't panic – your car will continue to run, just fill up with E5 at the next opportunity and avoid storing your vehicle for long periods with E10 fuel.

E5 petrol can contain between 0 and 5% by volume ethanol. Other oxygenated blend components may also be used up to a maximum petrol oxygen content of

2.7%. There is a variation at the pumps, not just between brands but also between different areas of the country, some will contain a lot less but the absolute maximum is capped at 5%.

E10 petrol contains between 5.5 – 10% ethanol by volume. Other oxygenated blend components may also be used up to a maximum petrol oxygen content of 3.7%. Again, there is a variation at the pumps, not just between brands but also between different areas of the country, some will contain a lot less but the absolute maximum is capped at 10%.

It should be noted that some Super E5 Protection grade fuels do not contain Ethanol as the E5 designation is for fuels containing up to 5% Ethanol. To re-iterate, product availability varies by manufacturer and geographical location.

The renewable content of diesel fuel will not be changing and service station fuel pumps will continue to be labelled as B7, designating a biodiesel, Fatty Acid Methyl Ester (FAME) content of between 0 and 7% by volume. New vehicles manufactured from 2019 onwards should have a 'B7' and or higher content label close to the filler cap showing the fuel they can use.

- FBHVC



Yes it's true, starting in March 2013 (as my retirement present) I ventured for the first time into kit car building and purchased my donor vehicle from Autotune along with the kit needed. Anthony stripped the engine out and reconditioned it, removed the fuel injection and added twin carbs. The gearbox was also removed and a manual 4 speed with overdrive was fitted to the engine.

I stripped all the suspension rebuilding with all new parts for longevity. The basic kit build was fairly easy to follow, but I changed a number of things on route.

I had the engine detailed once I received it back from Anthony.



I thought the back valance was a little short thus exposing the frame so extended it.

Also changed the way the inner door posts were designed to look more like they were part of the bodywork.

I did not like the large rubber grommets at the base of the screen so I built up to the screen with fibreglass.

The paint job took a lot of effort to iron out the usual fibre glass body ripples but I think it was worth it. I got a company in Birmingham to



trim the inside and they did a great job. I wanted BRG with Tan Interior but the boss insisted on picking the colour as I was spending all the money! So my 'Cat' is through the IVA and duly registered! Now comes the really fun part, changing parts I don't like (but needed) and replacing with all the bits I do like. - Tony Marno





# Stoneleigh National Kit Car Show



The Stoneleigh National Kit Car Show that was delayed from the May Day weekend was finally re-arranged for Saturday 28th and Sunday 29th August.

I was warned by the organisers that the Aristocat Register stand had moved from its normal position, so I decided to get there early to find our pitch. As I arrived, I met Bill Boyd and his son, Paul in Bill's magnificent Aristocat also looking for our pitch.

Before long we had found it by the band stand and arranged the cars so we could be seen.

We had seven Aristocats turn up on the Saturday, although John Knight and Gary Hoskins couldn't find our stand initially and parked round the corner until they found us later in the morning. ▶



Bill Boyd's Aristocat



Paul & Fiona Cooper's Aristocat



Martin & Margaret Webb's Aristocat



John Knight's Aristocat



Ian & Rebecca Bale's Aristocat



Gary & Tracy Hoskin's Aristocat

# Taylor's 2021 travels



Mike Bulley's Aristocat



Pete & Judi Thurlow's Aristocat

◀ The weather held out well and there were good crowds, but inside the number of manufacturers and suppliers were significantly reduced from previous year. In fact only one of the internal halls was in use; partly because the other one had been turned into a temporary COVID vaccine centre.

On the Sunday, only one Aristocat (Peter and Judi Thurlow's) turned up. Peter and Judi also had a number of visitors coming round to admire their vehicle.

It was great to see such a good turn-out of Aristocats and also to meet up with everyone. If anyone is thinking about coming along to the next Kit Car Show, do come and join us. Dates haven't been released for next year, but I hope that it will revert back to May Day weekend for 2022. - **Martin Webb**

In our last edition (Summer 2021) we covered quite a lot about our outing to the Jaguar Summer Festival at Bicester on 4<sup>th</sup> July. What we didn't show was a certain Carolyn Taylor (sprint driver and ex-mechanic to Anthony) having a few laps in an original 'C' type Jag.



Methinks that Carolyn enjoyed the laps but really wanted to be in the driver's seat!

And not to be outdone Anthony was out in October at the Jaguar Drivers Club last event for the year at Ty Croes Circuit on Anglesey.

A very mixed bag, but Anthony took his McLaren this time instead of the Aristocat to give it a final run of the year.

I do think that all the Taylors being total Petrolheads, have Castrol in their veins and not blood like us mere mortals. - **Editor**





# Glorious Goodwood 2021 Revival

This year the Revival finally got underway with glorious sunshine, starting with the annual Cricket Match, Pavilion Pimms and afternoon tea. This was followed by the strict Drivers' Briefing.

The Taylors bumped into Brenda and Brian Johnson of AC/DC who used Anthony's M6B McLaren to film the McLaren Cars that Rock TV production. They were joined by retired F1 driver, Jochen Mass, who oversaw the photo session.

The 2021 theme was a Celebration of 70th Anniversary of BRM (British Racing Motors).

We were delighted to be invited to join the event, which paraded as "Fast Laps" on all three days of the Revival.

Andrew Wareing, who is one of our customers, drove his wonderful BRM P261, driven by Jackie Stewart in period whilst Anthony Taylor drove his superb Willment BRM, driven by Innes Ireland in period. Richard Attwood, BRM F1 works driver in period, driving his own BRM P261.

- Carolyn Taylor



Anthony & Carolyn Taylor with Brian Johnson (AC/DC), Jochen Mass and friends



Team Wareing



Anthony & Richard Taylor



Richard Attwood



Andrew Wareing in the McLaren M1A



An amazing 27 BRMs in the collection area