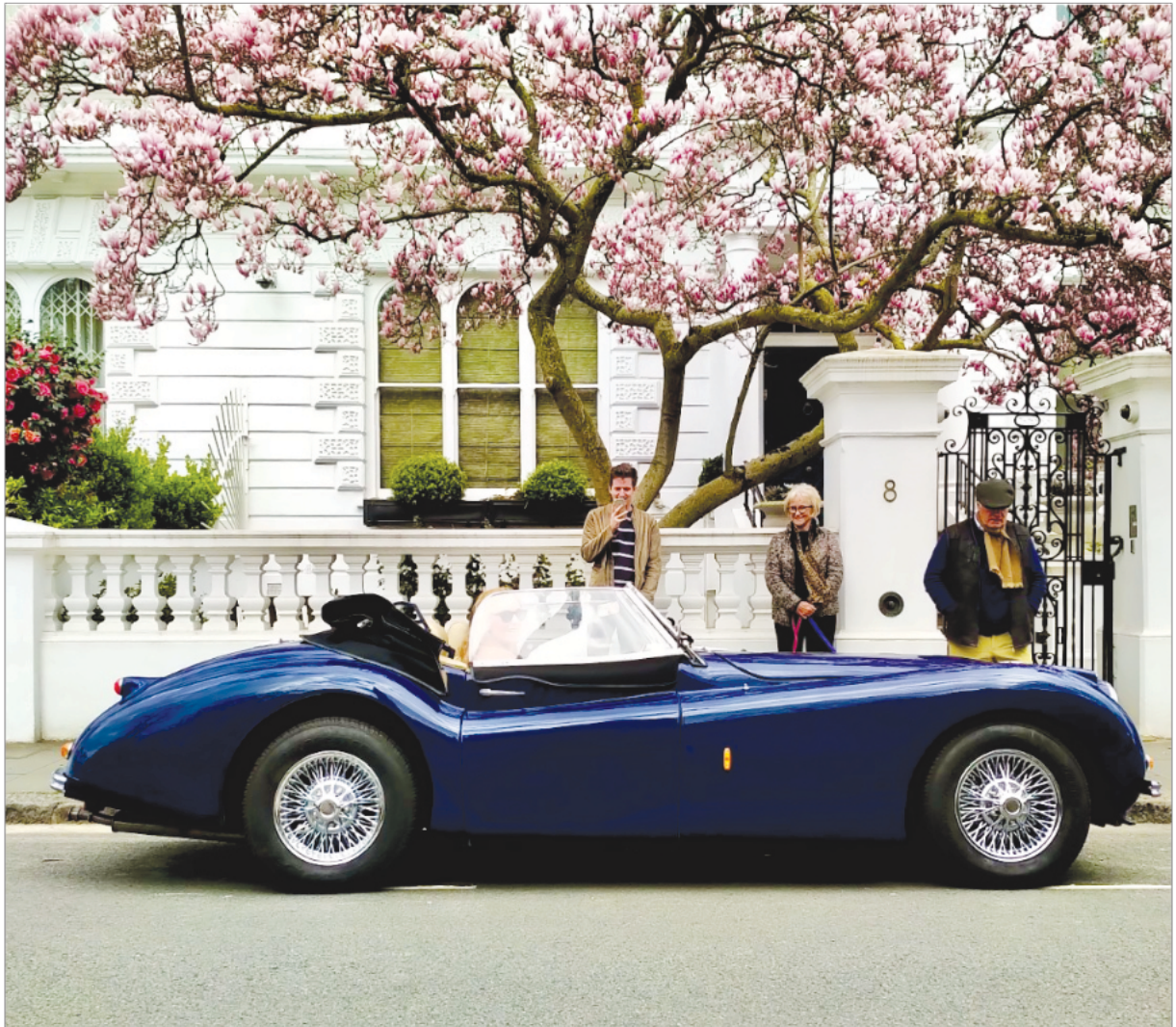


THE XK



SPIRIT

THE ARISTOCAT REGISTER MAGAZINE



New Member's Aristocat

SUMMER 2022 How to sell an Aristocat P4 / Mike's Aristocat P5 / Got to have a laugh P7



Restoration project P8



ETG takes a hit P10



Stoneleigh Kit Car Show P11

ENGINE NOTES

EDITORIAL

The normal deadline for posting out the Summer edition of 'The XK Spirit' is the end of July. Unfortunately due to me having an accident some 3 months ago landing on my coccyx onto a concrete floor, this meant I have been limited for a long time with getting on with editing and printing the magazine. Please accept my sincere apologies.

Although we have on a couple of occasions in July and August experienced extreme heat (due to global warming), I hope that this has not deterred those of you building your 'Cats' taking advantage of the good weather.

I know that when I was building my 'Cat' it was such a relief not to wear several layers to keep out the cold whilst in my workshop.

Perhaps, like me, when your build was complete and the dreaded IVA accomplished, the joy of getting out and about either to events or road trips (as our American friends would say), has been very



much on your agenda. If this has been the case it would be great if you would write an article about your visits, trips or holidays (with pictures) as this is always of interest and help to many of our members.

As your build and interpretation of the Aristocat is always individual, it is not only interesting to know how you faced the myriad of challenges as you build, but often the way that you design and interpret the many issues along the way can be of great interest and help to others.

I decided in the later stages of my build that I wanted to fit opening quarter lights to the doors for authenticity. This took a lot of planning and ingenuity to accomplish the results I wanted. So as I had done generally through the build I photographed what I was trying to accomplish. I have recently had a request from a member as to how and why I went this quite difficult route and I will soon be advising and sending pictures to help in his build. So now is the time to start on those articles in readiness for the next edition of 'The XK Spirit'.

TEAM



CHAIRMAN
Martin Webb
Hartlands
1 Jenkins Orchard
New Road
Bromyard
Herts HR7 4AL
018 8548 3966
aristocatregister@gmail.com



HON SECRETARY & TREASURER
Carolyn Taylor
Autotune Ltd
Riverside Industrial
Estate Rishton
Blackburn
Lancs BB1 4NF
012 5488 6819
taylors@autotuneuk.com



EDITOR
Chris Thacker
Maison Ouverte
24 Fernhurst Road
Addiscombe,
Croydon CR0 7DG
07540 993 690
aristocateditor@gmail.com

DRIVER'S SEAT

COMMENTS FROM THE CHAIRMAN

Welcome to the latest edition of 'The XK Spirit'. For those of you who are in the middle of building your Aristocat, I hope you have been able to get on with your build and are starting to see some progress. We are always looking for more articles about build projects; whether you are part-way through, or have just completed getting through the IVA test. Your experiences (including successes and pitfalls) are always welcome and especially for those about to embark on a build.

The Aristocat Owners register is not only about receiving this magazine. We try to put members in contact with each other and attend events over the year. Last May was the 2022 'National Kit Car Show' at Stoneleigh in Warwickshire. It was disappointing to have only three attendees from our membership. Granted, the weather was poor especially on the Sunday, but we would like to see more attendees at these events rather than the usual loyal supporters who always attend.

Talking of events, this year for the first time ever we have been given space at the 'NEC Classic Motor Show' on 11th to 13th November. This is one of the flagship events in the UK for the classic car community and not only do many parts and service suppliers and manufacturers attend but more than 250 classic car clubs will be in attendance.

We are now looking for one or two top class examples of Aristocats and a number of volunteers to look after the stand and answer questions from members of the public over the three days of the event. If you would like to offer your Aristocat for the stand or volunteer to be on the stand, can let me know as soon as possible at aristocatregister@gmail.com. You will be given free show passes for each day you attend (worth up to £35 each) and we hope to have enough volunteers so that you will have enough time to be able to look around the rest of the show. Just to remind you we are looking for volunteers for Friday 11th to Sunday 13th November plus a day

either side for helping to set up and remove the stand.

One other piece of news is that I will be stepping down from Chairing the Aristocat Owners Register at the end of this year. I have been Chairman of the club for over 10 years and due to increasing personal and professional commitments, I have reluctantly decided that 2022 will be my last year. We are therefore looking for a new Chairperson. If you would like to be considered please contact any one of the Register's three officers. Contact details can be found on page 2 of the magazine.

Finally, an administrative point, the Aristocat Register is changing email address. The email address is: aristocatregister@gmail.com. This is a small change from aristocatregister@btinternet.com. Both email addresses will continue to be live for at least another 3 months, but eventually the btinternet.com will cease.

Insurance tailored around you and your Jaguar

Quoteline: 0800 916 1288

Mon-Thu 9am-9pm, Fri 9am-7pm Sat 9am-4pm.
Authorised & regulated by the Financial Conduct Authority



ADRIAN FLUX

adrianflux.co.uk/jaguar

How to sell an Aristocat

As I am not getting any younger, a fact confirmed by my doctor some time ago, I've decided to sell.

As a rational engineer I bought a lovely red 1980 Aristocat Jaguar as a retirement present, and a last hurrah to my 55 years of driving. This joined my collection of other vehicles, as you do. Or in my wife's view... As you shouldn't!

Soon after I bought the Aristocat we had the Covid lockdown and that put paid to dreams of trips to the pub or lazy picnics. Instead I used the time to add upgrades and accessories for the future freedom days. One of the enduring pleasures of Aristocat ownership is the never ending list of ideas for improvements and accessories! As the Register magazine 'The XK Spirit' testifies in every issue, each car becomes a personal statement.

I did manage a trip to my local pub and was amazed by the response from the guests in the beer garden. They were as enthusiastic as when I took my 1930 Rolls Royce 20/25 tourer some years earlier. I think the Aristocat won quite a few fans that afternoon.



A letter from the DVLA last autumn, warned me that I could permanently lose my drivers licence, for medical reasons. This would be catastrophic to my lifestyle in the Somerset countryside. So I decided that I needed to simplify my life, and the Aristocat would need to find a new home. Sad but sensible.

I looked into various methods of selling, and contacted the Aristocat Register. Caroline Taylor quickly came back to me to say that they occasionally have contact with people who want to buy, and that they were planning on setting up a 'For Sale' page on their website. Their processes seemed to be straightforward, so I agreed to sell through them in late winter, a few months away, so as to have time finish a few jobs on the car, and to tempt the early spring driver's.

In early February I recontacted Caroline and followed her guidance; a short write up, 12 photographs of the car, and the related documents. She forwarded my information to a few potential buyers and very quickly I was in email contact with a very interested person, who lived about 1½ hours drive away.

Within a week the interested person and his wife, very sensibly, came to view and test drive. It was pleasing to drive through my local country lanes, with distant views of Glastonbury Tor, and a fellow enthusiast, on a fresh sunny day with the hood down. We returned to my home, had a coffee, agreed a price, the delivery process and they then returned up the M5.

Within the day a deposit was transferred, and the transport system finalised.



The day before the transfer occurred, the final payment was made. On the final day I took the car for an early spin, through country lanes on a glorious crisp morning. The transport arrived and the car loaded. The new owner arrived, documents were signed, paperwork, history files and spare parts loaded. Everyone went on their way and I was left with 'empty garage syndrome'. Caroline thought I may refill it soon, and I did, but with furniture!

Caroline was kept informed throughout the process, and promptly returned all communications, very supportive and comforting.

Next I went to pay Autotune, which should have been straightforward.

Caroline issued an invoice with full details. But storm Eunice came through, taking out my broadband line with a fallen tree. After 3 visits by Openreach they finally told me that a tree had fallen on the line and broken it! I then tried via my mobile phone. Poor eyesight and a very poor Somerset signal put paid to that idea. Three weeks later and several terse phone calls to our service provider, Openreach and BT, they said it may be fixed by the end of March, it wasn't.

I resorted to pen and paper, cheque book (remember them?), hand written letter, envelope and stamp. Foolproof I thought. Off to the post box job done so I thought.

15 days later, Caroline asked where the cheque was! A note from her



'The eagle has landed' arrived in my in box, 18 days after posting.

On the 7th April, broadband was finally working a full 8 weeks after the storm.

Is it me or are things not working as smoothly as they used to? It is hard to blame Covid for all these issues, in rural Somerset.

I think it is about time I organised a simpler lifestyle, let's hope I get there while still sane.

I miss not having the Aristocat, but enjoy the memories of the time it was in my possession, and the support of the Autotune, and Aristocat Register team. A BIG THANK YOU all.

- Peter Heap

Mike Bulley's Aristocat



NECCCLASSICMOTORSHOW.COM

THE UK'S BIGGEST & BEST
CLASSIC MOTOR SHOW
 11-13 NOVEMBER 2022 | NEC BIRMINGHAM

TO BOOK TICKETS

 SCAN ME

3000 CLASSIC CARS | THE UK'S LARGEST INDOOR AUTO JUMBLE | **CLASSIC MOTOR SHOW** THE NEC BIRMINGHAM 2022 | 300 CLASSIC VEHICLE CLUBS | BUY FROM SILVERSTONE AUCTIONS & DEALERS

With discovery+

PLUS DRIVING EXPERIENCES, MOTORING CELEBRITIES, COMPETITION DISPLAYS AND MUCH, MUCH MORE!

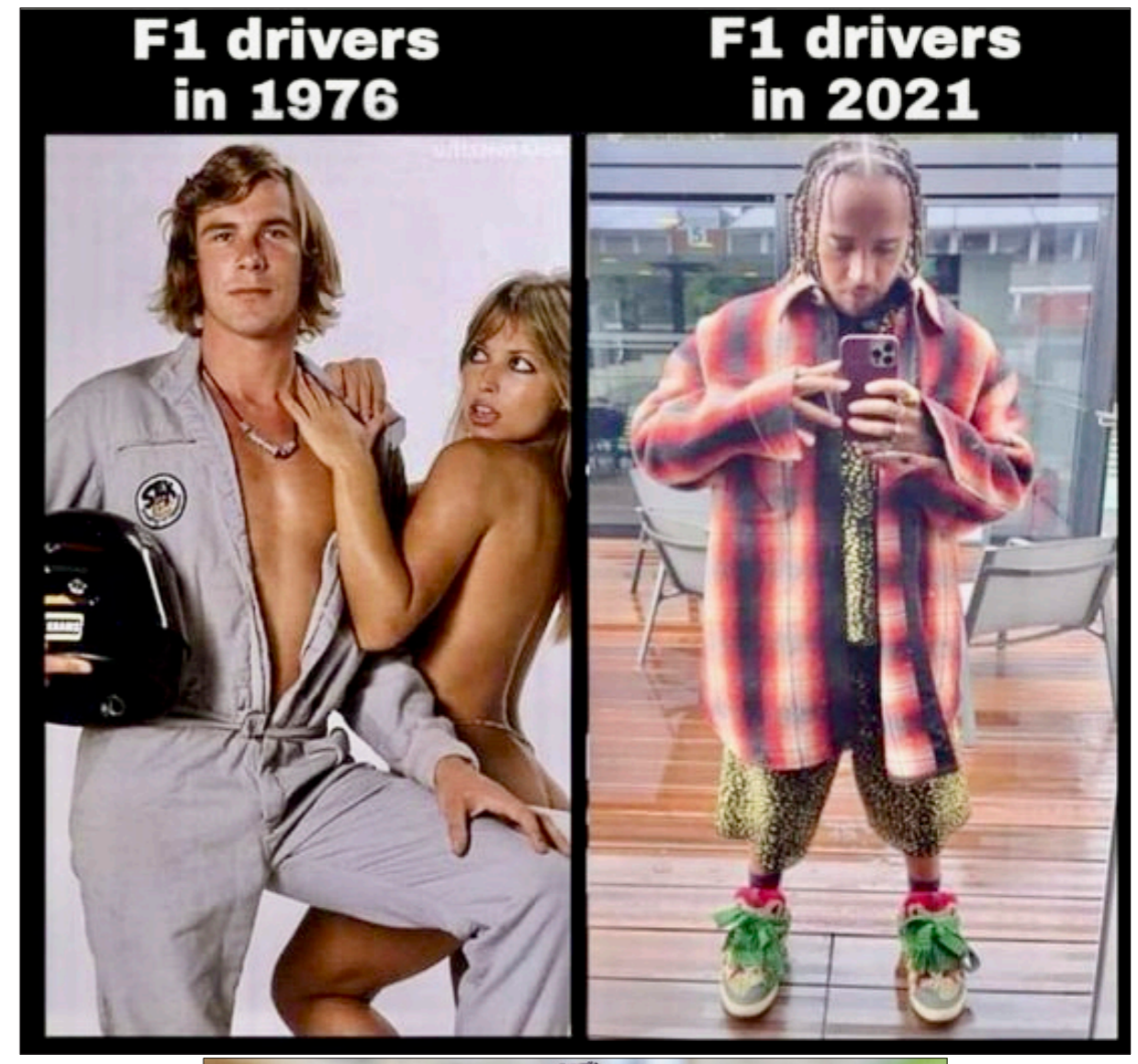


EXCLUSIVE £4 DISCOUNT ON ADULT DAY TICKETS WITH YOUR CLUB CODE*: **N22CC761**

Headline Sponsor: LANCASTER INSURANCE
 Official Show Partners: discovery+, SILVERSTONE AUCTIONS, ERA, PGMV
 Detailing Partner: Meguiar's
 Lubricant Partner: MOTUL

*Exclusive discount code is for club members use only. Applicable to advanced adult day tickets booked online before midnight on Thursday 10 November 2022. Code also offers £2 discount on family, child and multi-day tickets. Full ticket information: www.necclassicmotorshow.com/tickets.

Got to have a laugh!



Restoration project

It's November 2021, the Anglia Auction is live and I'm at the screen of my laptop. Not the first time, indeed but this time it's special. An Aristocat for sale, a project.

Buying a project at Auction without seeing it is a risky business, I know but look at that body line, that engine and three carburettors. So you guessed it, I bought her.

A few weeks later she was delivered to us in Belgium by EM Rogers, who always provides a great service to their customers. Some paperwork difficulties and a lot more expensive since Brexit, but who cares, she's here. First we tested if the engine was frozen. It wasn't although we could not turn the engine around a full 360 degrees. First thought, valve stuck and at least one piston hitting the valves. But further inspection indicated that the valves weren't stuck. Hmm, so the cylinder head had to come off. Mystery solved, but unfortunately not very good news. Block was broken, possibly due to cold temperatures. Buying without seeing you know!



Broken engine block



Ready for transformation

My son Jeroen and I examined her a bit closer and found out that both the chassis and bodywork were still fairly good and the interior was not too bad also. So she was well worth rescuing. During this period we were talking with DW of StarterMotor UK. They are a charity organisation with the slogan, 'putting the next generation in the driving seat'. We all know that youngsters are not taught old automotive techniques anymore and StarterMotor makes it possible for them to learn these techniques among other auto stuff. We have agreed with DW to start StarterMotor EU and spread the concept around Europe.

So at a family dinner we decided to use the Aristocat as the first car for StarterMotor EU project where youngsters can learn several skills and techniques and see the project grow.

First things first, we had to find another straight six engine. As always, when you need something you can't find it.

Several weeks and a lot of emails, chats and phone calls later we found not one but three engines. Two of them were still in Jaguars somewhere in Holland and abandoned in someone's garden, overgrown with trees and other nature growth. We got them home, or what's left of them, then after some careful inspection tried to start the engines, and fortunately we were successful.



Donors for engines

So now Jeroen has fitted the engine and transmission in. It's a 4.2 litre with automatic gearbox. He shortened the length of the driveshaft and is now trying to get the shaft balanced. Not an easy job to do, but again learning is as important as the result.

The next challenge is the position of the steering wheel. She is now being converted from RHD to LHD.



Engine replacement

And yes we do make mistakes as we are learning, This means that the complete steering will have to be taken out again and completely repositioned. How does the saying go? Those who don't try will not make mistakes.

By the way, we are becoming more and more in love with her rough look and we will keep you posted on our progress.



Quality dashboard

For further information on StarterMotor UK look up www.startermotor.co

The Aristocat (undriveable) will be displayed at at our September charity event 'Everything Old On Wheels' at the Citadel Diest Belgium. For further information on 'Everything Old On Wheels' look up www.everythinggoldonwheels.be

- Herman Deroost



The workers

Autotune parts sale

Autotune has a number of items for sale to all constructors. Prices include VAT but 'P&P' extra.

Pair Used Rear XK120 bumperettes 1 dented with fabricated brackets. Chrome ok but not perfect. New £360 SALE - £140

Pair Used Rear XK120 stop tail light holders: pitted chrome. New £360 SALE - £140

Jaguar XK150 Chrome boot plinth (over number plate with aperture for lamp (no lamp). SALE - £90

Jaguar XK150 Chrome boot plinth with lens for aperture, but no light fittings. SALE - £140

Jaguar Mk2 chrome boot plinth with lamp, fittings and wiring but untested. SALE - £138

Roll of red car carpet & matching edge trim - enough to trim an Aristocat. SALE - £88

Various colours and part rolls leathercloth - please ask/will check if colour in stock SALE - £....

New Jaguar XJ6 4.2 stainless steel exhaust manifold covers. SALE - £48

Various Jaguar grilles all various prices. SALE - £....

Aristocat boot script badge. SALE - £48

Aristocat grille aperture badge and round steel plinth. SALE - £29

Please contact the Taylors: 01254 886819 mail@autotuneuk.com to discuss.

Check out Autotune's new website www.autotuneuk.com

ETG takes a hit and survives to protect me!

During a Sunday afternoon drive in April, my beautiful car was hit by a large 1300cc motorcycle. I had indicated, no one behind, and slowed to turn right into a local garden centre.

I was partly in the entrance area when there was a terrific bang to my right and I realised I'd been hit by something. I pulled forward and looked back to see a large motorcycle lying behind ETG but no rider. I looked over to my left and there was the rider, slumped on the grass verge about twenty feet away!

People came running out from the garden centre and ambulance and police calls were made whilst I tried to get out of ETG but found out that the door was jammed.

After help to climb out, I was interviewed, breathalysed and asked to give a signed statement to the police while the rider was treated by the ambulance team.

Luckily I seemed fairly unhurt apart from minor shock and I quickly began taking photos as I could see what had happened.



The section of road I had been travelling on had double white lines and a slow sign in the tarmac at the approach to the garden centre.

The motorcyclist must have been overtaking me at great speed and literally couldn't avoid following me into the garden centre entrance.

Eventually, he was taken off to hospital and the police asked me to check over ETG to see if I could drive her home.

And this is the reason for writing this article!

ETG was hardly damaged apart from some bodywork after being hit at about 70 miles an hour.

I drove her home and the following day my local MOT centre did a full inspection. No damage was found to the chassis or to the rear wire wheel. Apart from releasing the jammed driver's door and replacing the drivers mirror she is technically all OK to drive. ETG now resting and waiting repairs at the end of August. I'm very lucky that ETG was so strong that it protected me from serious injury and I called Anthony Taylor to express my admiration for designing such a strong car. - Patrick Adam

PS. The motorcyclist's insurance is claiming personal injury saying that I caused the accident by turning too quickly! This may take a while for my photographs, now with the pending police report, to clarify what actually happened.



Stoneleigh National Kit Car Show 2022



Aristocats on show on Monday

The Stoneleigh National Kit Car Show that was cancelled in 2020 and delayed by 4 months in 2021 was finally back to its usual May Day weekend in 2022.

Unfortunately the weather didn't co-operate with us this year and rain was forecast. In the end the rain wasn't quite as bad as the forecast although some visitors did experience travelling through some torrential rainfall on the way to Stoneleigh.

I was warned by the organisers that the Aristocat Register stand had moved yet again this year. I found it reasonably easy to locate and was first to arrive.

Unfortunately, only one other Aristocat Register member showed up on the Sunday; Ian Pepper with his fabulous red car.

On the Monday, Paul and Fiona Cooper came, along with Derek (sorry Derek, I don't know your surname!) with his hard top Aristocat.

It is always pleasing to see that every Aristocat is unique, and the attendees at this year's Kit Car Show showed off the differences well. The obvious variations that we see are things like the bumpers, the windscreen and dashboard, but dig a bit deeper and you will see many different

types of engines, transmissions, wheels and light clusters. Having said that, it is still quite rare to see hard top versions at car shows.

As I reported last year, the show stands inside the halls are much diminished compared to previous years. Only Hall 1 and half of Hall 2 were used and even then, there were plenty of empty stands. There were no other indoor areas (like the cattle sheds), and the outside stalls were much reduced in number. That said there were still many Kit Car Clubs displaying despite the weather. In fact, the Kit Car Clubs are definitely the main reason to attend nowadays.

- Martin Webb

Could your Aristocat be featured?

