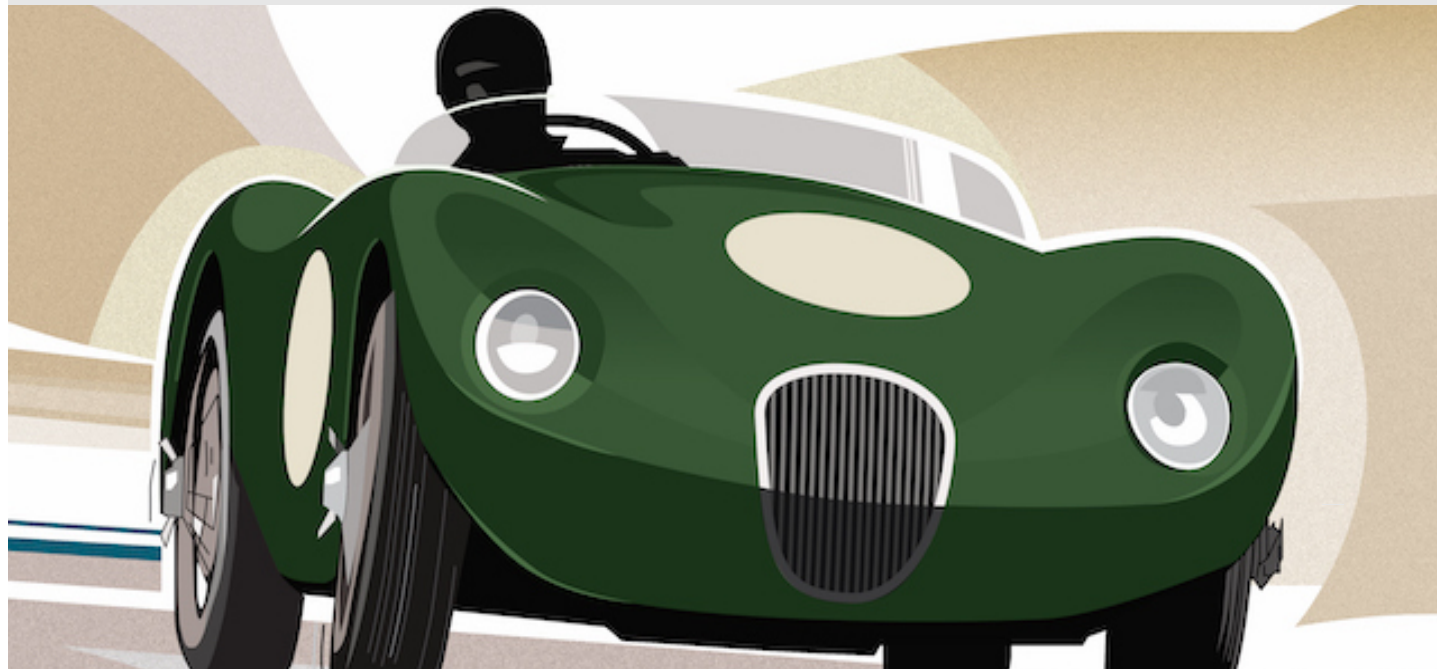


Essex Thameside News

Nº 155, March 2020



8.00 p.m., first Tuesday of every month. Langdon Hills Golf Club, Lower Dunton Road, Bulphan, Essex RM14 3TY



Chairman's message

Hello Essex Thameside Members.

At our last club night in February we were treated by one of our members, Hilary Cameron and her friend to a Jazz performance comprising of two sets. It

certainly made for a lively evening, and was enjoyed by our members.

We had our Sunday lunch at The Top Meadow Golf Club on the 16th February, which was well attended by 29

members and partners. There was a good selection of food on the menu, with plenty to choose from for those that didn't fancy a traditional Sunday roast. These lunches prove to be well-supported, out-of-season events for club members to enjoy a social gathering with their friends.

On Thursday 2nd April, we have a Pirelli Performance Evening, being held at Jet Wheel Tyre, 223 Church Rd, South Benfleet SS7 4DY. This event has been organised by our JEC head office. If you are interested in attending please contact me.

We have had a change of plan for 'Drive It Day' on Sunday 26th April. We had intended to start the day at the

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Museum of Power and then visit Sutton Hoo and we are still considering this combination towards the end of the year, when the car events season is quieter. However, for April we are now joining a Drive-It-Day 'Classics in the Garden Tour' being organised CCVC.

This event is normally restricted to vehicles registered before 1980, but the CCVC are allowing our club to attend with vehicles of any age. We will be meeting at Buckhatch, Rettendon, to be followed by a 50-mile drive to Beth Chatto's Gardens, Elmstead Market. Rally plaques and route instructions will be issued. We will be joining other clubs for this event, which should be an interesting day with a mixture of cars attending.

Further details will be discussed at our club night.

In this month's newsletter we have three articles written by our members. We would like to hear your stories; please put a few photographs and paragraphs of text together.

Our next monthly meeting will be held on Tuesday 3rd March. We will be joined by Matthew Overall, the Head of Business at Grange Jaguar, Brentwood, who is coming

along to give a talk to our members. Matthew is expecting to bring along an i-Pace, which will be outside the clubhouse for members to have a look at if they wish.

Our region's Annual General Meeting will take place next month, at 8.00 p.m. on Tuesday 7th April. The following committee members have offered themselves for re-election:

- Graham Cook, Chairman
- Mary Monk, Deputy Chair
- Richard Gibby, Treasurer and Webmaster
- Gill Cain, Membership Secretary
- Neil Shanley, Committee Member
- Bob Cain, Committee Member

For family reasons, Vaughn High is unable to stand again, so we have a vacancy for the Secretary, and we would also like to add at least one more member in addition. If you are willing to help, please let me know.

Graham Cook
Chairman

Committee



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Bob Cain
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Forthcoming events in 2020

<u>Date</u>	<u>Time</u>	<u>Event details</u>
Tuesday 3 March	20.00	Club night meeting with guest Matthew Overall from Grange Jaguar Brentwood
Sat 7 to Sun 8 Mar	09.30	National JEC Modern XK seminars, British Motor Museum, Banbury Road, Gaydon CV35 0BJ - XK8R (X100) seminar on Saturday, XK/R (X150) seminar on Sunday
Sunday 15 March	-	<i>[International Jaguar Spares Day, Stoneleigh Park, Warwickshire CV8 2LZ]</i>
Fri 27 to Sun 29 March	-	<i>[Practical Classics Classic Car & Restoration Show, NEC, Birmingham]</i>
Tuesday 7 April	20.00	Club night meeting and AGM, Langdon Hills Country & Golf Club
Sunday 26 April	-	'Drive It' Day: CCVC 50-mile charity fun run from Buckhatch, Rettendon to Beth Chatto's Gardens, Elmstead Market.
Tuesday 5 May	20.00	Club night meeting, Langdon Hills Country & Golf Club
Sunday 10 May	-	Provisional: The Weald Country Show, The Weald Park, Brentwood
Fri 15 to Sun 17 May	-	National JEC Summer Jaguar Festival, Newby Hall, Ripon, N Yorks, HG4 5JA. https://events.jec.org.uk/events/festival
Sunday 17 May	09.00	Rickingham Classic Car Show, Suffolk (organised by JEC Suffolk and Essex Borders region)
Tuesday 2 June	20.00	Club night meeting, Langdon Hills Country & Golf Club, with talk on Le Mans racing in the 1960s by Richard Milner of the Bernard White Racing team of that era
Sunday 21 June	10.00	Fathers Day Motorfest, Barleylands, Margaretting Rd, Chelmsford CM1 3PL
Sunday 28 June	10.00	South Eastern Vintage and Classic Vehicle Club classic vehicle run from Fairlop Waters, Ilford to Southend seafront
Fri 3 to Sun 5 July	-	National JEC package tour to the Le Mans Classic 2020 in France. See: https://events.jec.org.uk/events/le-mans-classic-2020-with-travel-destinations
Sunday 5 July	10.00	Maldon Motor Show: 'Classics on the Promenade'
Tuesday 7 July	20.00	Club night meeting, Langdon Hills Country & Golf Club
Sunday 12 July	10.00	Orsett Showground Classic & Vintage Car Show, Rectory Road, Orsett, Grays, Essex
31 July to 2 August	-	Silverstone Classic. The national JEC will have a stand
Tuesday 4 August	20.00	Club night meeting, Langdon Hills Country & Golf Club
Sunday 16 August	-	Classic Car Show at RHS Garden, Hyde Hall, Rettendon Common, CM3 8ET
Monday 31 August	12.00	JEC Essex Thameside fun run to Burnham-on-Crouch Quay Day
Tuesday 1 September	20.00	Club night meeting, Langdon Hills Country & Golf Club
Fri 4 to Mon 7 September	-	JEC Essex Thameside Peak District Tour to the Makeney Hall Hotel
Tuesday 6 October	20.00	Club night meeting, Langdon Hills Country & Golf Club
Sunday 18 October	-	<i>[International Jaguar Spares Day, Stoneleigh Park, Warwickshire CV8 2LZ]</i>
Tuesday 3 November	20.00	Club night meeting, Langdon Hills Country & Golf Club
Tuesday 1 December	20.00	Christmas meeting with quiz and special raffle, Langdon Hills Country & Golf Club

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Christmas Dinner Dance 2020

21st November, 2020

You may be wondering what we are doing about this year's Dinner Dance after the very successful 2019 venture. Well, this year is all change — well the venue, anyway.

Whilst we cannot yet confirm the entertainment, we can advise the venue, which will be the Ipswich Hotel (Best Western), handily situated just off the A12 before the A14. The address is Ipswich Hotel, Old Langford Road, Copdock, Ipswich, IP8 3JD.

The building has a layout a little like the Marks Tey venue that we have used for the last few events. However, it does benefit from a recent refurbishment in 2017, which makes it a little less gloomy than the Marks Tey Hotel, which was looking tired in certain areas. I trust that the lighting in the rooms will also work a little better than at last year's venue.

Other features include:

- Free WiFi
- Free parking
- 40" TV
- Bar
- Restaurant
- Check In 15.00 hrs
- Check Out 11.00 hrs

Sadly no swimming pool, sauna or steam room. This is a sad loss for those of us who did use these facilities in our previous venue. Trip Adviser gives the hotel a 3½ star rating: Very Good 3.5. The room price will be included in the overall cost of the bash, but should you wish to stay at any other time, Trip Adviser, Booking.com etc. give some idea of the cost of a room.

We do need to know the numbers who wish to attend the dinner dance and also stay the night, ideally **before 31st March**. Hence would you kindly express your interest by contacting myself at neilshanley@btinternet.com or at the next Club Night.

Neil Shanley



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Counting Cars

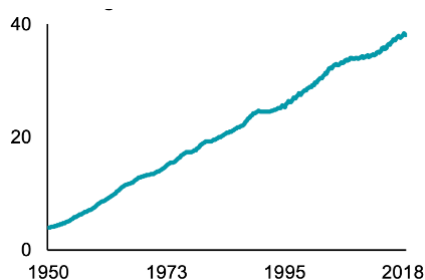
As many members know, I live in Wanstead, the furthest west of any member in our region, I believe. I am not a Londoner by birth; I come from Bedford and my family background is actually the Cardiff and Newport area of South Wales, by coincidence a few miles from Llangibby. I moved to Wanstead some 25 years ago to avoid having to spend four hours a day on the train commuting back and fore to work.

Shortly after moving, I remember seeing an episode of Top Gear in which Quentin Wilson was talking about the best and worst places for learners to take their driving test. A small town in the highlands of Scotland had the best pass rate, probably because there were so few cars there that learners hardly ever came across another. However, the place with the lowest pass rate was – you guessed it – Wanstead, mainly because of the Redbridge and Green Man roundabouts, dense traffic and nasty junctions everywhere.

That was about 25 years ago but, much more recently, I read a small newspaper article on the same topic and the results were unchanged with Wanstead still at the bottom. This got me thinking about the history of the driving test and the Highway Code, and how roads and traffic were very different when I learned to drive or when many of our cars were first designed. I started doing some research with the intention of writing a short article about this for our newsletter.

And so I shall next month, but this is not that article.

As I was researching, I found that the DVLA publishes a wealth of statistical information about cars as well, and this distracted me; it's fascinating.

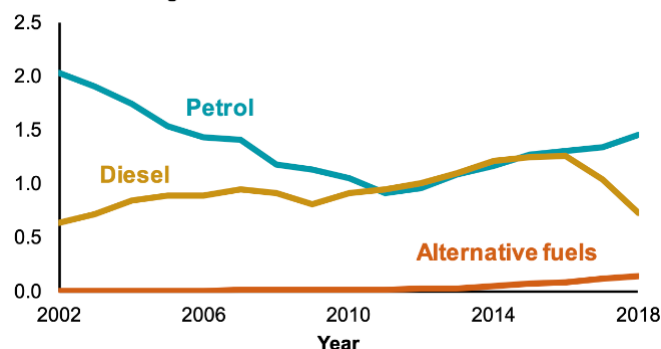


For example, we often think there are more cars on the road now than there used to be, and it's definitely true. There are more than 12 times

the number there were in 1950. By September 2019 there were 38.9m licensed vehicles in Great Britain, of which 82.2% were cars, plus another 4.6m on SORN. In fact, the number has grown steadily by around 1% to 3% every year since World War 2, with just one exception in 1992, when the total fell by a tiny amount for some reason.

For all that, the roads are safer nowadays. In 1930, there were just 2.4m vehicles but 7,343 people were killed on the roads. That's 1 death per 326 vehicles. But in 2008, there were just 2,538 deaths – almost 1/3 the number – despite there being 26.5m vehicles on the road. That's 1 death per 10,440 vehicles.

Millions of cars registered for the first time



The breakdown of vehicles is also interesting. The number of cars on SORN in September 2019, at 2.65m has more than doubled over the last ten years, up from 1.19m in September 2009, presumably as drivers have decided the tax savings are worthwhile. That's even more true for motorcyclists, many of whom are 'fair weather' bikers and clearly lay up their machines for the winter; while motorcycles account for 3.5% of all licensed vehicles, they represent 22.3% of all vehicles on SORN.

Turning to makes and models, the German manufacturers VW, Audi, BMW and Mercedes-Benz have all become much more commonplace over the last twenty years or more, but Ford still dominates. The top five makes for new registrations were Ford (11%), Volkswagen (8%), Vauxhall (7%), Mercedes-Benz (7%), and BMW (7%).

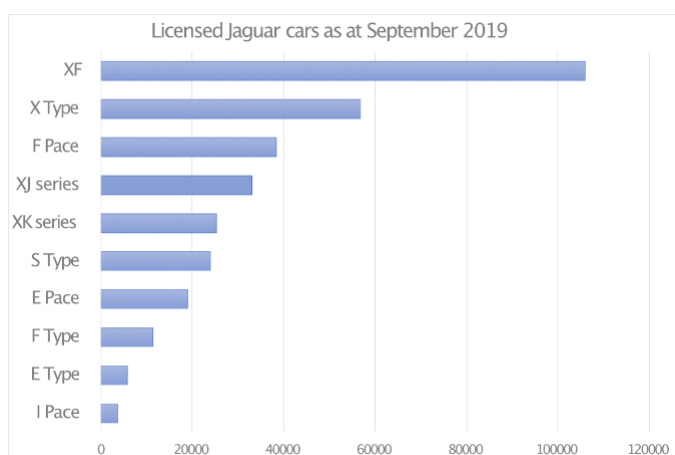
Counting all cars, old and new, on the road, there are 1.55m Ford Fiestas (4.0% of all cars), plus 1.26m Ford Focus (3.2%) and even 1m Ford Transit vans, four times more than any other type of





van. The third and fourth most popular cars, with 1.1m (2.8%) of each, are the Vauxhall

Corsa and Volkswagen Golf. Building on its upper-class image during the 1980s and 1990s, and the subsequent rise of SUVs, the 14th most popular car is the Range Rover with over 392,000 examples (1.0% of all cars); the Landrover Discovery follows a little way behind with 256,000 (0.7%).



What about Jaguars? Well, they are a bit more exclusive. If you add every type of Jaguar together, old and new, the combined total only comes to 380,000 (1.0%), fewer than the number of Range Rovers. The most popular model is the XF, with 106,000 examples while there are only 3,674 I-Paces, which of course was launched only quite recently. I noted with interest that E-Types feature quite high on the list with 5,743 examples on the road. And the rarest? The big saloons from the late 1950s and early 1960s, with just 127 Mk VIIIs, 52 Mk

VIIIs, 153 Mk IXs and 51 Mk Xs. This led me to imagine that perhaps a lot of old Jaguars would be off the road on SORN, but I was surprised. Yes, some 52,150 Jaguars were on SORN (1.1% of all SORNed cars, much the same proportion as those on the road), but 72% of them were under 25 years old. Where have all the classic Jaguars gone?

Finally, the DVLA also tells us where the rate of car ownership is highest and lowest. At first surprising but logical when you think about it, the region with the smallest number of vehicles per person is London, which has 348 vehicles per 1000 head of population, markedly lower than anywhere else. Indeed, the lowest of any local authority in the country is Tower Hamlets, with just 173 per 1000.

This compares with a national average of 596 vehicles per 1000 people, and 729 per 1000 in the South West, the highest of any region. The South West also has the highest proportion of 'other vehicles' – all those tractors and harvesters, presumably – and vans. But this still pales in comparison with Rushmoor local authority (covering Aldershot and Farnborough) which apparently has 1,693 vehicles per 1000 people. I wonder if the army might have something to do with that?

Richard Gibby



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Apart from the 2003 Jaguar, I also have an Audi A3 TDi Quattro, a 2010 Ford Fiesta 1.6 Titanium, and a 1986 Mk2 Ford Fiesta 1.1 Popular Plus, all original.



I'm a motor mechanic by trade with nearly 40 years' experience, so I get to see the bad and good points on many vehicles daily.

As for my Jaguar experience, my latest acquisition was the 2003 XJ6 3 litre. I purchased this in October 2019 from the internet. Sometimes this is not a good idea, but this is a really good car. It came with complete service history, belonged to a company chairman and was fully cared for by Jaguar main dealers and independent Jaguar specialists in its latter years. It's 99% original apart from retro-fitted "Jaguar Leaping Cat puddle lights" fitted by the last owner, which doesn't detract from the elegance and style, plus the XJR mesh grille fitted recently by me. I corrected the door mirrors as they would not fold in automatically, and replaced some faulty parking sensors.



Every so often an air suspension fault light comes on. I will re-build the compressor soon, and this will alleviate the problem.

Having bought the car in the autumn/winter, I have not had much use of it yet apart from a couple of journeys to

Cambridge, some local driving and coming to the club meetings. I am looking forward to the Drive Days to get the full benefit.

I cannot fault the driving for comfort and the great pleasure just being in it! For a 17-year-old car "it looks good, is good and by golly it does me good"



My future thoughts on a next venture is to scratch the itch that I've had since I was a teenager for an American V8 5-litre Ford Mustang. But that will have to wait a while.

Lea Churchill

Lea Churchill's XJ (X350)

My first journey into driving was when I was 17, although I did not pass my test for a couple years to come. My experiences were varied.

My first car was a 1967 Ford Cortina Mk II 1500cc that my dad bought for me. He took me out for lessons. Many expletives were said (on both sides!). I remember stalling it and he said some very colourful phrases. So what did I do? I just jumped out with a bus coming up fast behind me and left him to it. He was a very brave man, because he came out driving with me for some time after that.

Over the years I have had so many cars that I've lost count, but amongst them were several Fords, an Audi, four Porsches — 911, 924, 944 and Boxster— and two Jaguars, a 1978 XJ6 series 2 4.2, and the 2003 XJ6 3 litre that I currently own.



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Mk 2 seat upgrade

I hadn't thought of changing the front seats in my Mk 2, until I did one of my regular searches on e-Bay. Up popped some XJ8 seats, advertised as an upgrade. Having put in a low bid, I won them. I only bid on them as they were local to me, and when I turned up to collect them, it turned out that the vendor was Bryan from our club.

Having got the seats home I checked that all the motors worked, taking care not to put any power on the air bag connector. The next task was to remove the seats from the subframes, having first motored the seats to their highest position. The assisting spring was disconnected



by dot punching and drilling the staked pip on the fixing rivet, making sure to hold the spring with a hook made from stiff wire. The mountings were then removed by centre punching and carefully drilling out

the rivets. A small countersunk head screw and nut was then used to attach the assist spring, thus ensuring the runners had no projections below, so the seat can sit as low as possible. The hole at the end of the runner was used to secure the front of the seat to the car's original mounting point, there being no more than 4mm difference in the runner spacings. The length was also



just right to fit a bolt in the rear mounting, having accurately measured and drilled the runner.

I had to fit a spacer so that



the electronics would clear the crossmember of the car, but it was not necessary on the passenger side, I assume mainly due to variations in the car's front seat

mountings. It is also worthwhile removing any carpet and soundproofing from the top of the crossmembers where the runners cross.

The electrics are surprisingly easy to wire up, with two positive connections, and one negative. My car is positive earth, and they will work fine on either polarity. I haven't wired in the heaters yet, although that might be a good idea in the Mk 2.

The end result is shown below. I shall probably recolour them to the original suede green, unless I decide to fit matching rear seats from the XJ. I have found the seats to be very comfortable, with no tendency to slide about, as on the originals. Being a skinny individual, the driver's seat is fine for me on its lowest setting, but with a smaller steering wheel and power steering, more muscular people would probably find it OK.

A few words of caution. It is probably worth removing the side airbags, although the plugs fitted have a shorting link to prevent accidental detonation. I also left off the XJ seat belt fixing, as the floor fixings are not strong enough to hold the seat and occupant in the event of a serious collision (I've actually fitted a seat belt for the driver at long last).

Peter Shaw



Never, ever presume

One of the most important lessons I have learned is never, ever to presume. However, I was to fall foul of these wise words.

My tale unfolds from around 1998 when I became the owner of my much-loved XJ6 Series 1. The car had sat in a garage for several years and, although drivable, revealed a number of "lack of use" niggles, one of which was the fuel gauge not working for either tank.

You can understand how annoying this can be, so my first tack was to try a new fuel gauge. I purchased another bank of gauges at Battlesbridge, being assured by the seller that the unit was a "good un". Following installation, however, the gauge did not move so I bit the bullet, drained the fuel tanks and removed the fuel senders.

This proved to be a good move as both senders had rusted away and required replacement. The XJ has the senders fitted within the front inside area of the rear wheel arch. This position allows good access to the tanks and I could push a cloth into the tanks and have a good clean around, removing any old debris inside.

Whilst working on the fuel tanks, I checked the water trap that is contained in the boot's spare wheel compartment. The fuel inside looked completely clear but I still removed the bowl cleaned and replenished it. A quick look in the engine bay revealed an inline aluminium casting with a bowl filter which appeared to have some form of adjustment screw fitted in line just behind the carbs. I now know this to be a Malpassi Regulator.

I considered pulling this unit apart, presuming that it may



have a filter of sorts inside. But, knowing the fuel filter in the boot was clear, while the tanks were clean and filled with fresh fuel, I presumed that everything else was in good order. I decided to leave well alone and have a fire up.

All went well; the fuel gauge worked on both tanks and the car was up and running. I spent the following years traveling around the UK and Europe including trips to Le

Mans, Laon, Caen and Honfleur. In April 2019 we had a great week driving around Holland with other club members, posing for photos at Arnhem Bridge.

Over the years I've had great delight in telling everyone how reliable the XJ6 has been. I've never missed an opportunity to rub salt into the wounds of those with newer cars that fell by the wayside. I had, by the way, failed to mention the time that my rear brake callipers gave up and I left a ton of brake fluid on the stately driveway at Helmingham Hall (yet another tale...).

However, my luck ran out in June 2019 on the drive back from the Stanford-le-Hope / Corringham car show. Returning home along the A130, Julie and I both felt the holdback or miss in the engine running. I looked at Julie and asked "Did you feel that?" Then, a complete loss of power as we rolled along the A130, only for the engine to recover and then falter yet again.

I was asking myself: fuel? electrics? With a dozen options flying around in my head I managed to pull over, half on and half off the main carriageway. I waited, said a prayer and turned the key. The engine ran again for another 100 yards or so, but the same problem returned, leaving us rolling to a standstill just before the brow of the hill which leads down towards the Army and Navy roundabout.

Could it be fuel starvation? Perhaps the float chamber needles were sticking? (The ones that are shaped like the Lucas fuses) Or has the coil or points let me down? Armed with all the tools I had on board (a plug removing socket bar), I set about said floats and anything else which might help, including the aluminium fuel unit fitted just before the carbs.

It was at this point that my navigator and helpful assistant suggested we call the RAC and get it lifted home. If I'm really honest, this was a dent to my pride and caused my mind to race; what if club member were to see me?

Back in the car and a turn of the key found the engine

running again and sounding good. I drove somewhat cautiously down to the Army and Navy roundabout. All seemed back to normal arriving back on my driveway and, wondering if a tap on the fuel bowl had actually cured the problem, I put the Jag away promising myself I would take a further look the following day.

Monday morning, the car fired up and seemed OK. I could have left things as they were, but I was thinking about a full carburettor service so I removed the float chambers. All looked clean and in order as did the fuel water trap in the boot therefore, venturing into the unknown, I decided to strip the unknown fuel unit fitted in the engine bay.

Disassembly was quite straightforward. I suppose I knew that there would be some form of filter inside, but I was amazed at what I found inside the regulator. It was unbelievable and a credit to the Malpassi unit that the car had managed to run for this long in that condition. I took a number of pictures, from which I hope you can see the amount of crud, rust, paper filter and mass of hard brown stale fuel gunk that had filled the unit.



Any normal classic car owner would have just purchased a new unit outright but, saving a pound I managed to

source new parts for the original unit. When fitted, it ran OK but I still felt a

slight hesitation, so back onto eBay and I purchased and fitted a new one. I could now feel a vast

improvement; the car felt alive again and of course delivers fuel at a set pressure to the carbs.

The Malpassi regulator is advertised as a very popular unit for carburettor-equipped cars, as it both regulates fuel pressure and filters fuel without restriction. Pressure is adjusted via a screw on the top of the unit and the range is 1½ to 5psi. The filter bowl is easily removed to enable the filter element to be replaced, the larger model units are fitted to performance cars and have a pressure gauge attached. It is my understanding that electronic pumps can deliver fuel to the chambers at a rate of 5 psi which can cause flooding or possibly vaporisation issues (not sure about the latter). With the Malpassi installed you can reduce this pressure to an even delivery of 1½ to 3 psi. The stated purpose of the pressure filter is to save fuel by improving fuel economy of carburettor-equipped engines. The theory of operation states it reduces and regulates fuel pressure to the float chambers in such a way as to eliminate the detrimental effects of fuel sloshing and pressure pulsations which occur during conventional vehicle operation.

Further reading revealed an early American evaluation of the unit; it concluded that, whilst it is probably true that some fuel can be wasted as a result of over-enrichment due to sloshing and late closing of the float valve, there is no evidence that such losses are significant or that the device can minimise them.

Looking on numerous car forums, many of our sports cars are fitted with the pressure filters. SU carbs require 1½ to 3psi and if you run Dell's or Webers you need to limit fuel pressure to 3 to 3½ psi, so it would make sense to fit a regulator. From a personal view, it seemed to smooth the running of the XJ6 and save my carbs from dirt in the fuel. Also, I have to say my 4.2 litre is not an excessive fuel guzzler.

Recently on trips to our Maldon professional car restorers I saw the very same unit fitted to other Jags and classic Ferraris, which I thought was a good recommendation. So to conclude my tale; just because my fuel tanks looked clean and the water trap was clear I had presumed the unit which I did not recognise attached to the fuel line near the carbs couldn't possibly be full of dirt and rubbish; why would it be? Again, never presume!

Vaughn High





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Members' cars: yours could be here

Can you contribute something about you, your [Jaguar] driving history, and your car?

It need not be a long article and perhaps you may not think there is anything particularly special to tell. But every story is unique and of interest, so please do consider telling it.

To help stimulate your little grey cells, you could consider the following:

- When did you learn to drive? In what car?
- What was the first car you owned?
- How many other cars have you owned?
- What Jaguar car(s) do you have now?
- What made you choose this particular Jaguar?
- When, where and how did you acquire it? How did you find it?
- Who owned it before you and what was its previous history (good or bad...)?
- How old is it, how many miles has it done, and how 'original' is it?
- How long have you owned it / been running it?
- How much and how often do you use it?
- What trips have you taken with it?
- Have you had any interesting or challenging experiences in it? What happened?
- What do you like most about it?
- What are its flaws or drawbacks?
- What does your partner and/or family think of it?
- Who maintains it?
- What work have you done on it? Have you made changes/upgrades?
- What do you think your next car or project might be?
- If money were unlimited, what would be your dream car?

If you have a contribution, please just email it with a photograph or two to Graham Cook and me. Even if you don't feel able to pen an actual story, you could just send us your answers to the questions above; we can help turn it into an article for publishing in the newsletter and on our website.

Richard Gibby



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Client Feedback

Richard Noble - 4th Jan 2018
Excellent job on my XK An 11
year old car looks better than
when it was new!

Lee Browning 6th Jan 2018
Highly recommended, amazing
work, You need to see it to
believe it. Blown away with
the final result.

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