



Paul Alcock

Historic TBC Replicar Register News



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Below:
Wendy sporting an umbrella - think of the money we saved on sun tan lotion.



Above:
Kevin Webb's C Type replicar, suspect he had gone into the hotel to dry out.

Opposite:
Will Plair setting off on one of his many jaunts up the hill.

National Day/50th Anniversary

I am sure you will read throughout the magazine about the wet weather at Eynsham hall for National Day/50th Anniversary celebrations so I will not dwell on it. My main sympathy goes to the organisers who spent months and months organising the event which besides the weather would have been one of the best yet. The setting of the hotel and grounds were magnificent. The turnout was still credible and many covered long distances to attend.

There were only two cars that arrived without hoods - both were replicars. Myself and protesting wife Wendy in Ron Lea's Broomstick XK120 replicar and Kevin Webb in his Proteus C Type replicar.

We brought a smile to a few faces as we drove down the drive with a Jaguar umbrella up, until that point we had maintained speed and the rain had gone straight over us.

Prescott

The weather for this event could not have been more of a contrast with the sun shining all day. Over 20 replicars

turned up and most assembled together making a fine display. You had to be quick to see them all together,

as soon as one returned several more were in the queue to go up the hill.

The main contingent consisted of Suffolk SS100 replicars, 4 C Type replicars a Nostalgia XK120 and a Broomstick XK120. Unfortunately there were no Challenger E Types or D Type replicars on the day.

It was nice to meet many of you for the first time and chat in the sunshine, constant squeal of tyres in the background added to the atmosphere as each one in turn tried to better their technique up the hill.

We must thank the E Type Register for inviting us again in what is a unique venue, giving us all the chance to have some fun in our cars.

Simon Marshall's account of how to build a replica of LSF 420 (within a budget!)

Part 1 of 2.

Our family are ardent Jaguar enthusiasts. 'Millie' our XK140 FHC has been in the family for close on 15 years, been used for historic rallying, tooting, races round Le Mans (sorry parade laps) and general bussing of children to and from school during the dry season - in other words whenever there was an excuse to take her out. We are very proud that she is very original, we sit on 50 year old leather and every major component is original. Instead of thrashing the old girl around we were after another car to have fun in, the occasional track day and tour and something to simply have a blast in on a summer's day.

My wife and I have always ogled at the '53 Le Mans winner, in our eyes the best looking of any Jaguar and probably undeniably with the 2nd, 4th and 9th positioned cars, the car that put Jaguar on the map and defined the brand that still endures today. Whilst ownership of the original car may not be in our

reach even if it were to be sold (although thinking about it how much would I get for the children?) building as close a replica as our budget could allow was possible - and I really do love the children anyway!

After many visits to the various providers of replica kits, the Realm Engineering 'Heritage' C Type was selected. This is a well sorted and practical kit that allows full independent rear suspension, and it's also fitted within our overall





Adrian). The only exceptions to the look of the replica were under the bonnet where we chose a late XJB Series 3 4.2 engine supplied along with accompanying donor documentation, which would be completely reworked by VSE to their Club Sport engine specification; plus triple 45 Weber DCOEs, Lyra manifold electronic ignition module, vented smooth cam covers providing just short of 300bhp which we hope will provide very lively performance. The

Opposite:
If we didn't know better this shot could have passed as an original from the early 1950s, not Prescott in 2006.

Below:
Some members took to the trees for shade.

budget. This can now be supplied with an aluminium body, however for practical purposes, not to mention cost, we opted for the glass fibre body. Next was the decision as to whom would build this. We wanted a car that we could both comfortably drive, one of us is 6' 5" the other 5' 3" (guess which way round). After examining his work, we selected TWR Replicas because of the sliding seat and adjustable pedals. However, the real reason why we entrusted our dream to him was the quality and professionalism of his work, a real can do attitude and the sheer attention to detail that is amazing. He is also clearly bitter by the bug...

We visited Duncan Hamilton Cars, who allowed us to crawl all over the glorious original LSF 420 and even supplied us with the exact paint match (thanks



engine is back with us now and although it has not yet been run, if it goes just as well as it looks we'll be very happy.

The rest of the technical set up is this...

Back axle is a limited slip diff 3.07 unit fully reconditioned and engineered to fit the more slender width - Gearbox is the only non Jag item but in everyone's opinion offers a much closer gear change gate kindly donated by a Toyota Supra (the true enthusiasts will shudder at this point) - Suspension on the front utilises Jaguar upper/lower wishbones and

Opposite:
If you've got it flaunt it - Craig Wenlock's car stood out from the rest in Black and Chrome.

Below left:
Kit as received ready for Trevor Williams to start work. (photo courtesy of Trevor Williams)

Below right:
Kit assembled to check correct fit before painting into exact colour of LSF 420.



uprights from the donor with the addition of modern coil over shocks and splined hubs to take the knock on 72 spoke replica 16" wires.

Great lengths have been taken to use some original parts and to make the vehicle as close as possible to the original, within the constraints of the kit. For example, the louvers on the bonnet (set in place to the correct height so that they look as though the bonnet is made of aluminium), original C Type horn, badges, and the bag tank bracing on the rear of the car completes the detail of the car.

Part 2 next month

Opposite:
Engine fresh from VSE rebuild and upgrade to club sport specification.



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Below:
Thumbs up from the children when the Car arrived.



Below:
As close as we could get to the original.



Opposite:
Enjoying that wind in your hair experience.

Hope you are all enjoying using yours cars, at the time of writing we have just had two excellent weeks of sunshine, long may it continue.

Hopefully, some of you will be writing down accounts of your various tours for inclusion in future editions - accompanied by copious amounts of photographs. I suspect some of you went to the Le Mans 24 hrs and the Le Mans classic, it would be good to have some accounts and photos.

For anyone who is looking to purchase a replicar there have been several advertised recently in the back pages of this magazine and also a few on eBay. During July there were two D Type replicars on eBay, one built to race standard with a 4 litre supercharged engine which was also road registered. The other was a road going version by Le Mans. Unfortunately, I could only get permission to use the photos from one of the cars.

I would like to welcome two new members to the register, Tom Bellamy from Warwick has a Red Suffolk SS100 and Paul Rackham from Norwich who has a green Proteus

C Type replica. If you send me photos by e-mail, I will do my best to get them in next months article.

Part 2 of 2 of Simon Marshall's account of building a replica of the 1953 Le Mans winning D Type LSF 420 within a budget

A life long dream... You will recall from last month's article part 1, of this

story, and how my wife and I are on a mission to build as close a replica of LSF as we can use and enjoy for touring and track days. We chose Trevor Williams of TWR Replicas to build the car for us (he is a bigger Jaguar fanatic than we are!) and I am pleased to report that the car is finished and has been run in on Jeremy Dickson's excellent Route Des Vins (16th - 24th June this year), i.e., touring round France. This article is about the overall finish of this project and the experience of driving the car.

With less than a week to go before we were due to drive to the "Chunnel", the car was delivered. I very carefully put on 500 miles, changed the oil and torqued down the head. We were ready to leave.

Trevor has built us a very handy cubby hole in the offside sill, and with this and other handy areas of the car stuffed with clothes we set off. The initial driving of the car met all expectations. The car is loud, with its side exhausts and the engine felt very strong. 70 mph is available at 2000 rpm in 5th which makes cruising on the motorway very easy.

Once the engine was run in, the performance could be properly tested. The best way to describe the performance is staggering. The combination of noise from the exhaust, the coyness of the car and the superb engine is just intoxicating. It must have been quite a buzz doing 160 mph down the Mulsanne straight lap after lap in 1953. The handling is great, due to the low weight of the car and the steering is light, even at parking speeds.

The detail that has been put into the car is what has made it look so good. The louvres on the bonnet have been finished exactly as they were on the original. The rear lights have been changed to single units and made to flash like XKs so that we do not have to have a separate orange light. The instruments are modern, however they





Opposite: Without the registrations and GB plate you would find it difficult to separate the two cars from these photos. Note the way the indicators are integrated with the rear lights so that the rear view is as the original.

Below: 3500 feet up on the Vosgne mountains - the squashed flies add to the patina.

Below left: Completed engine bay with 4.2 litre - triple 45 DCOE Webers, Lynx manifold, vented cam covers - giving almost 300bhp.

have been made to look like the originals by having the dial faces reprinted as per the original. There is a dummy electrical pack under the bonnet to replicate the old electrics. On the back of the car the ribbing (to support the large bag tank used at Le Mans in '53) and the associated fittings have been faithfully replicated, and of course the roundels have been painted on. We researched the paint colour so that we got the original colour, which turned out not to be as easy as originally thought, new paint types do not always replicate old cellulose colour maps.

Whenever we stopped and always when driving, heads turned and crowds gathered especially in France. People love talking about the car and cries of "C'est une Jaguar" were often heard. There is something magical about the shape of the car that attracts people, may be it's more than the shape and people recognise that this car defined the brand characteristics of Jaguar that endure today. Anyway we had many great moments talking with other Jaguar fans, albeit in very broken French!

So we have achieved our dream of making a replica of LSF, in fact from 20 or so feet away it can fool most people.

Specifications

- Road Heritage 'kit', based on XJ6 mechanicals, with 3.07 LSD and independent rear suspension.
- Dry weight around 1100 kgs
- 4.2 lit, Series 3, VSE Club Sport engine with Lynx manifold and 3 X 45 DCOE Webers, giving around 290 ohp.

- Gearbox is a Toyota Supra 5 speed (only thing not really Jaguar; however, it is a very good gearbox!)



- Performance estimated at 0-60 around 5 seconds, top speed who knows (I'm not brave enough) but with 100 mph available in 3rd....

- The budget, well the complete car as you see it was build for us for around £40k

- Contact - if you want to learn more about this project contact me, Simon Marshall on 07884 188064.

Below: 4.0 litre supercharged from an XJR fitted into this lightweight D Type replica.

Photo courtesy of John Arnold

