



## The complete restoration of a 1958 MkVIII Manual O/D Jaguar, & the Clubman's Racing - Event - Part 5

*By Andy Bryant (Continued from Part 4 in June magazine)  
Running the reconditioned engine and clutch.*

### **1. Fitting a new larger capacity battery.**

Up on the Lewis Pass carpark, the Mk VIII sat for well over a week, exposed to all weathers (Throughout my tramping trip over Ada Pass and into the Waiiau river valley) and it was readily apparent that I needed a new, bigger capacity battery.

With its higher compression and enlarged capacity (100cc more), I chose a 13 plate heavy duty tractor battery.

To fit it, I slid it along the cam boxes on sheets of cardboard and my own backside along the top of the motor with a leg either side of the block until it could be lifted into the battery box and bolted down. (An alternative way used by some Mk VIII and Mk IX owners was to remove the bonnet!!)

Once fitted, it gave reliable service, even in mid-winter in locations up to 2000m where overnight temperatures could drop to between -50°C to -15°C.

### **2. Modifying the automatic enrichment device / automatic choke.**

Again, it was more reliable for an Auto electrician to fit an on-and-off switch to Jaguar's cold start / enrichment device—to prevent the device from staying on too long and making the engine hunt or run unevenly on too rich a mixture. Even then, the motor was fully warmed up whilst stationary, before moving off.

### **3. Brakes**

On my return to Christchurch, from the Lewis Pass, the brakes were once again spongy, with air again getting into the system.

Archibald's Garage, before the trip had clearly not been able to fix the problem.

As the car was about to be entered for a Clubman's Racing Event at Baypark with the Hamilton Jaguars' Club, these had to be "pin sharp".

And indeed they were, all the way from Christchurch to Picton, and Wellington to New Plymouth—where I had just been appointed to a mathematics position.

**4. The Clubman's Racing Event.** (At Baypark, Feb 1983, organised by the Hamilton Jaguar Drivers' Club).

By using the family's seaside "Bach", and large front lawn, all the club members gathered for a barbeque on Saturday afternoon, some from the Waikato, and others from Tauranga.

Our section at 41 Beach Road Otumoetai, was ideal for this, as all the Jaguars had room to park on the front lawn.

A neighbour in a upstairs flat said that all she could see was a sea of Jaguars!

Indeed there was Ted Phelps fully restored Mk II 3.8 in BRG, Peter Blanks light blue 3.4l Mk 1 on its 14" rims, the de Boers Mk X in golden sand paintwork, alan John's raven black Mk VII 4-speed (from Manawatu), Mel Waiman's 3.4/3.8l S-Type) a local Tauranga member), a Hamilton based electrician's beautifully restored BRG 420 Jaguar and many more.

Ray J'Keef came too, in his recently fully restored Mk IX, now fitted with an all synchro 4 speed O/D manual gearbox, and 15" Chevrolet rims, with up to date rubber—and eventually three anti roll bars and the front

On Sunday, we all hit the track. All the cars were scrutineered by Peter Blank and Derek Morgan, then divided into groups—modified cars (Driven by regular competitors in Motor Sport) in one group, whilst the others—with concours cars, in the other group.

Even only using up to 4500 rpm, the Mk VIII's torque, and highly effective gearing, kept me in front of Ted Phelps 3.8l Mk II—and by cornering inside Alan John's Mk VII and leave both competitors behind!!

Ted Phelps, also cutting inside Alan John's Mk VII and accelerating hard somehow caught his front left wheel on the inside of the wheel arch/inner guard causing his immaculate Mk II to do a rather frightening and abrupt hop—up front and later much lively discussion in the pits, on his return there, somewhat "shaken up".

Despite this, a very enjoyable day was had by all. And I had a very enjoyable weekend in Tauranga with my friend Rob Hay from Christchurch. On the way to and from Tauranga, we had stayed with my mother in Hamilton. (As it was a very long journey up from New Plymouth to Tauranga)

#### **Notes on the above:**

- A. See "Examining and automatic choke", page 47-78 in "Classic Jaguar", Feb/March 2024.
- B. Clubman's Racing. In the early 1980's, clubs of one make hired a track, either for practice days, or club racing, or both. The cost was shared between all the members.

- C. All cars were scrutineered, and hopefully were warranted and registered.
- D. Drivers had to wear a crash helmet and overalls, but did not necessarily need to have a competition license.
- E. The cars would be divided into groups . (Of cars of similar performance) so that some friendly competition could endue.



The Mk VIII all polished up and ready to race!  
(At 41 Beach Road Otumoetai—Feb 1983)



Ted Phelps Mk II 3.8 I in the pits. Ted explained what happened!



In the pits at Baypark, Feb 1983  
Peter Blanks Mk I 3.4 I  
Ted Phelps 3.8 / Mk II BRG  
The de Boer's Mk X  
Alan John's Mk VII (Restored)  
Derek Morgan's Mk II  
A Rover 3500  
Andy's Mk VIII  
Mk 2—unknown



The Mk VIII in action  
Leading Ted Phelps MkII 3.8 I and passing inside  
Alan Johns Mk VII  
Just before Teds mishap

*Andy*

*(To be continued as Part 6 in August magazine)*