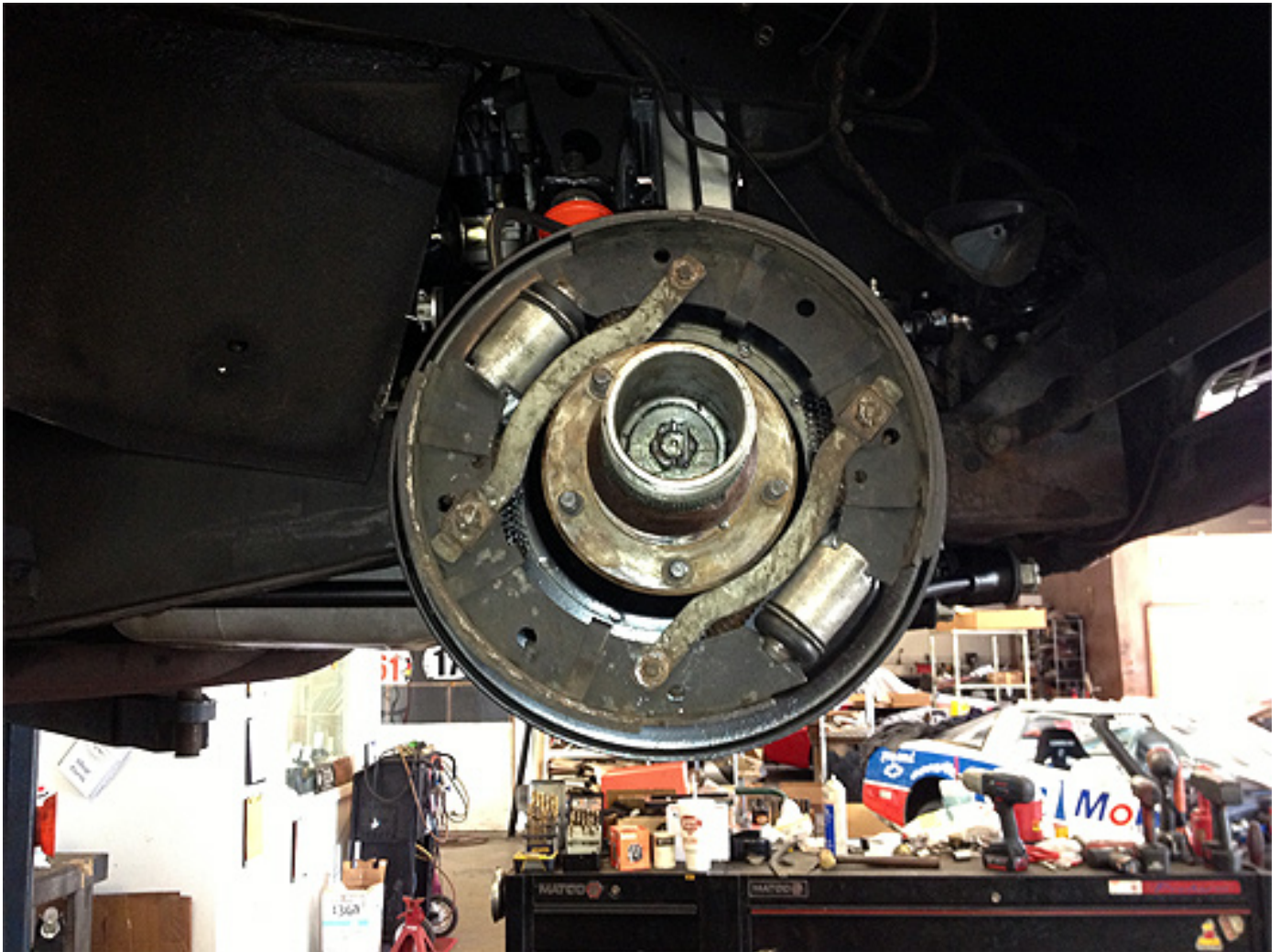


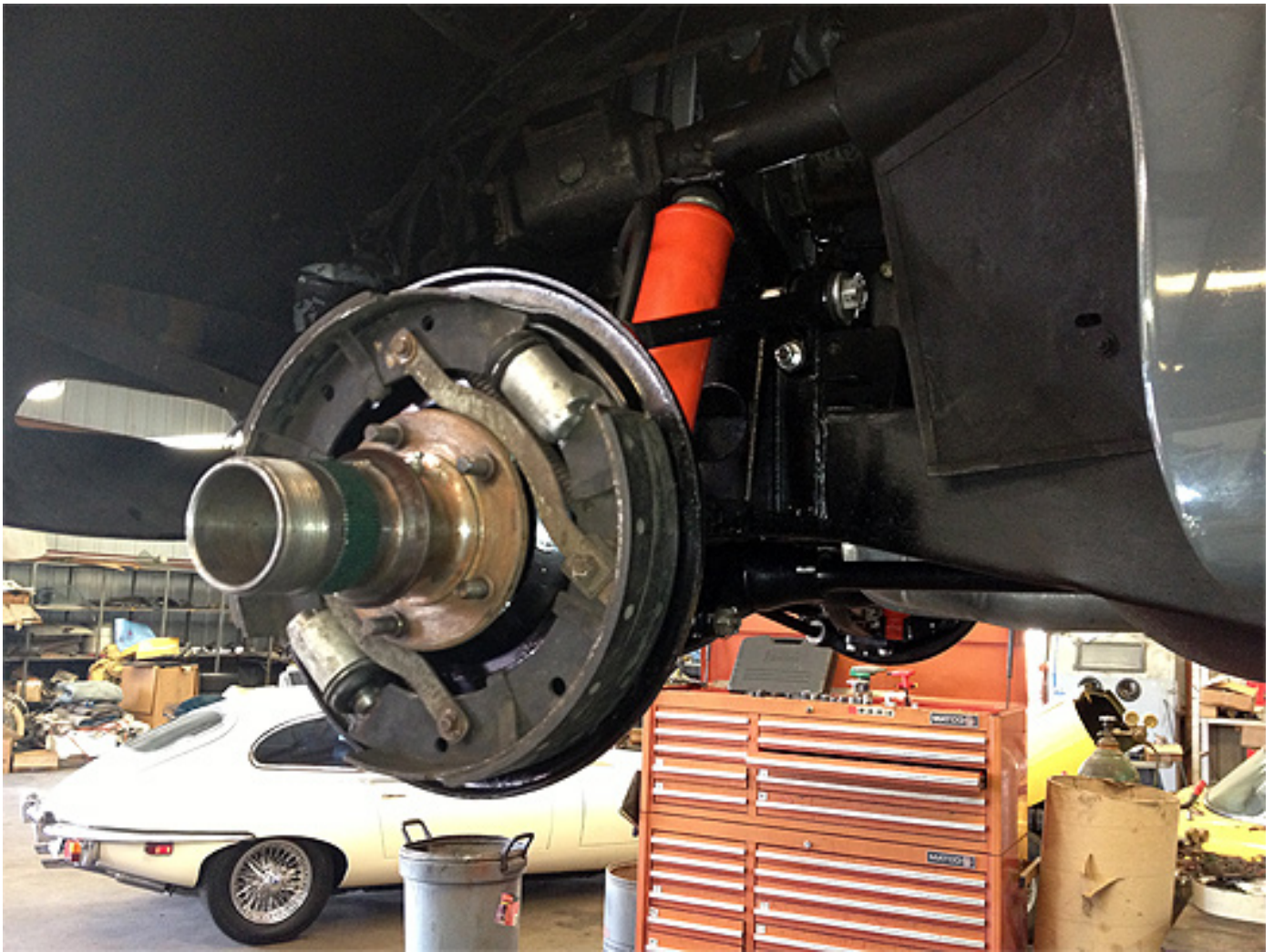
1953 JAGUAR XK120 UPDATE – AUGUST 6TH, 2013



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On my personal car owning front, I decided that the Jaguar XK120 could spend the sweaty days of Florida's summer having a well deserved suspension overhaul, plus a list of all those "must get around to fixing that one day" little things, like the speedometer sticking at 40 mph, which is actually quite useful, as when Su inquires: "Don't you think we're going a bit fast?" I can point to the speedo and say: "No. Take a look at the speedo, we're only doing 40!" Also, the newly acquired XK Competition seats are being recovered in dark red leather, as against the tan vinyl that they came in, so the interior colors will all match now.



As you can see in the photos, Larry Ligas and the lads at Predator Performance have done an outstanding job, particularly where the finishing of the suspension parts is concerned. Shocks have been rebuilt, ball joints replaced where necessary, one bent suspension part replaced (Larry had the part in stock!) and new Kumho tires are going on. I thought about having the wire wheels stripped of their chrome and painted the body color, a look I particularly like on XKs, but as American XKs were delivered with chrome wire wheels, I decided against it.

The intent now is to enter the “Mountain Mille” rally at the end of September in Virginia so I’ll keep you informed as to how we get on.









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