

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION*

MAGAZINE

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EDITORIAL

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FROM THE NEWS EDITOR

Happy New Year to you all!

A cold and crisp Christmas with some clear dry days allowed me to get the cars out for some good driving days, in particular a great impromptu day out in Brecon and Builth Wells with fellow member Scott Morgan. I've included a write up in this magazine of our day out but it was just superb to drive the XJS as it was October since the last outing and I was only able to drive it a few times after buying it in late August.

There was also an opportunity to take the XKR out on the heads of the valley route from Abergavenny to Swansea, and onwards to Llanelli for a family get together. The valley roads had been gritted heavily and ordinarily I'd have been worried about the salt rusting the car but thankfully I'd had the XKR waxoyled early in my ownership (thanks Morgan Motor Services!) although I ensured it was all washed off the day after! It's a far cry from the Florida weather that Colin Masterson is enjoying at present! Hurry up spring 2015!



I visited the JEC office in Bristol over Christmas and it made me realise how much work goes into making this club the biggest Jaguar club in the world. Despite being Christmas, the office had a full complement of staff who were evidently busy – the phone didn't stop ringing! However, it didn't stop us having a quick cuppa and

a chat about the year ahead and I know we're all looking forward to the events.

We have the AGM this month and I'll update everyone with any changes next month.

Wishing you all very happy motoring in 2015 and I hope we have another good summer!



Andy Webber

and finally...

I'm hoping that if you don't manage to make it along to our club meetings at the BBC club, Llandaff that you're reading this and would like to know more – you'll be made to feel very welcome if you join us on the **third Wednesday** of every month. Further details of our meeting place are at the back of the magazine.





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WE NEED YOUR HELP

Our Regional Magazine takes a great deal of work to put together each month and we need your help to improve it.

We need members to take up the challenge and supply new original articles and reviews. These can be about your Jaguar cars, experiences or reviews on parts/ products used on your Jag.

While you may not think of yourself as the next award winning journalist, your unique articles and reviews will no doubt be of interest and welcomed by our other members.

Even if you don't get to the monthly meetings or shows, we still would like to hear from you about your Jaguar experiences.

Don't worry about the design or look of any content you submit, the design company who produce the magazine for us will take care of that.

So what are you waiting for, get writing that article!

To submit any articles or reviews simply email it together with any photos to: editor@jecsouthwales.co.uk



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REGIONAL NEWS

HAPPY NEW YEAR!

Happy New Year to all our readers. I hope the weather this year is as good as last year and we are able to attend as many events as possible. There is a new list of events for this year in this issue, please keep in contact to see which events we are attending as a region.

I am sure we would all like to send our congratulations to Norman Dewis on his award of an OBE. Norman was kind enough to come and give a talk at one of our regional meetings a few years ago. It was an amazing night.

A full article on Norman's life is on page 13.

REGIONAL CHRISTMAS DINNER

In December we had our JEC regional Christmas Dinner at St Mellons Golf Club. We have used this venue for the last few years as they provide us with our own room and have two excellent chefs and staff who always make us feel very welcome. This was well attended with over 29 members enjoying the dinner, raffle and speeches. A presentation was made after dinner to Michael Manconi for all the work he does compiling, editing and printing our magazine.

A full report on this event is on page 11.

2014 EVENT REVIEWS

Below is a list of the events we attended as a region in 2014. It adds up to an amazing 25 events.

International Jaguar Spares Day at Stoneleigh

Held in March. Andy and I went to help sell raffle tickets for the charity car. John and Stuart met us there. It was much warmer this year. Last year it was snowing inside the buildings.

Coleford Carnival of Transport

Unlike last year when it was freezing cold the weather was dry and sunny. Nine Jaguars attended and after a hearty breakfast in the Kaplans Café we all enjoyed the show.

Jaguar Drive It Day

I must thank John for organizing the

day. It was an interesting run with a great meal at the end.

Steam & Vintage Show

Monmouth Only a small turn out of our cars due to the restrictions limiting it to pre 1984 cars.

SWCCC Annual Classic Car Show and Auto Jumble

Despite all the hard work setting up the show on the Saturday it rained all night and the show was called off early Sunday morning due to the ground being waterlogged. I would like to thank all the members that helped set up the event on Saturday.



Andy & Heathers Wedding

Held on the 17th of May. Some of our members used their classic Jaguars as wedding cars. The reception was in the Millennium Centre and some great photos were taken outside of the wedding cars.

JEC Prescott Hill Climb

Fabulous weather and a great venue. Very well organised by the JEC. All the runs up the hill were taken. Let's hope we go back there again in the future.

Vale of Glamorgan Show at Sully Sports & Leisure Club

We had 12 cars attend this event. It is an ideal venue for a classic car show and it is going from strength to strength. Well worth attending.

Barry Festival of Transport

This is the second year the event has been held at Barry Island. Last year we were on the old Butlins site and it was very dusty. This year we were able to use the grass on the top of the promenade, a great position.

Entente Cordiale Tour to France

John, Robert and Stuart were as

usual on the tour. They all had a great time but unfortunately this is the last Entente and it will be sorely missed by the regulars.



Berkeley Castle Classic Car Show

There is always a good mix of classic cars which attend, coupled with a large auto jumble, it always makes a good show.



Castle Combe Action Day

Seven cars attended on the day, down from our normal numbers. It is always a good event. This year we had heavy rain during the day but it cleared up for the run home.

Pontardulais Classic Car Club Show

One of the smaller shows but it is getting bigger year by year. We always have a good run down and it is a good venue.



Three Cocks Vintage Annual Show

Unfortunately heavy rain and strong winds spoil this event which is a shame as it usually is a very good show.



JEC 30th Celebration Thoresby Hall

Many of our members decided to make a weekend of this event and had booked to stay at Thoresby Hall for three nights. Over 1200 cars arrived on the Sunday making it one of the biggest JEC shows for a long time. A fabulous weekend.



Silverstone Classic Festival

The world's biggest Classic Motor Racing Festival with over 8000 classic cars and over 1000 cars racing. A group of us went for the weekend and we had a great time. This is one show where you need 3 days to see it all.



Sherborne Castle

We had a good run down and joined up on the stand with the Bristol and Dorset Regions. It is a very big show and well worth visiting. This year the featured marque was Jaguar and they had 2 XJ220's, a group C, XJR 9 Le Mans car, a XJR15 and an original D Type with over 100 other Jaguars on show.



JEC Bristol Region B/Q. - The Bristol Region made us very welcome, the food was great and everyone had a good time



South Gloucester Show

This is a new event organised by Graham Searle of the JEC. This is one to put in your diary for 2015. It was a great show with lots to do for the family with over 250 classic cars, a beer festival, music festival and large fairground.



Tredegar Park Classic Car Show

What an end to the last Tredegar Park Show! The day of the 34 & final Annual Vintage Car Rally dawned dry and bright which was a great relief after the deluge of rain last year. A record 1700 exhibitors attended with more visitors through the gate than previous years. I would like to thank all the members who helped set up the show on Saturday. This year will be the last show, after 34 years the organizers have had enough.



Castle Combe Classic Action Day

This is the 3rd year of the event and it just gets better and better. We again did not have a big enough stand and had to "liberate" part of the next stand. One of our advertisers Grant Williams of GT Tyres entered his

MK1 "BUY 1" in the Jaguar race and won the saloon car class. Definitely one to attend next year.

Malvern Classic Car Show

The weather was very damp and misty for most of the day. The event is much smaller than it used to be. Unfortunately there was an accident on our route home and we were held up for over an hour.

NEC Classic Car Show

Many of our members attended the show. The JEC had a fabulous stand alongside the Jaguar Heritage Stand, which was enormous, by far the biggest stand in the NEC. You need more than one day to see everything at this event with over a thousand of the best classic cars and more than 250 car clubs.



JEC AGM at Castle Bromwich

I attended the AGM on behalf of the region. As usual everything ran very smoothly.

Annual Christmas Dinner

As usual this was held at the St Melons Golf Club. The evening was a great success with 29 members, family and friends attending. An excellent meal was provided by the very friendly staff.





Article by Andy Webber & Scott Morgan

A DAY OUT —IN MID— WALES



I was lucky enough to have some time off over Christmas and was very eager to enjoy the cars.

However, the weather wasn't great for the majority of the time but there was a good forecast for the 29th December with a clear crisp day (albeit it extremely cold) forecast. Late in the day on the 28th I decided I'd take the XJS out. As I was due to see Scott to check out his Dads new pool table I suggested we go for a drive. Scott suggested we go north of Pontypridd into the beacons and see how the roads are from there.

This was a great idea as i'd not driven much in the beacons and the clear day meant that we'd be able to see for miles.

With Scotts XK8 and my XJS readied we hit the road, keeping an eye out for the ice and frost. We headed up the A470 and then west through Mountain Ash, Aberdare, and into the Brecon Beacons passing the famous Penderyn whisky distillery en route. Before reaching Brecon we passed a great pub (The Tai'r Bull inn - www.tairbull.com) on the main road through Libanus. Scott knew it had good parking opposite and a good reputation, so we stopped for a bite of lunch. It was a great choice and we can totally recommend it! Out of the pub and as a new XJ had parked behind us we had a quick a chat to the owners son who himself

had an S-Type R – with our JEC sales pitch over we carried on north!!

The traffic got lighter and the views got even better as we headed onto Upper Chapel and Llangamarch Wells where the roads turned to country lanes with some ice. Eventually we reached the summit at Sennybridge where the red flags were flying indicating that military personnel were on exercise. On entering this area there was a sign that made you realise exactly how the military use it! (see picture!) It felt like -5 degrees at this stage and there was visible frost/ice on the road at some points but the cars kept us warm after regular stops for pics!



As the road was very quiet we decided to swap cars and Scott jumped in the XJS as I sat in the XK8 for the trip down the mountain and onwards to Builth.

Taking it very slowly due to the ice and sheer mountain drops we eventually dropped down to the A483 and across to Builth Wells. We swapped cars in Builth – I was very impressed by the smooth revving nature of the XK8 compared to my XKR and Scott loved the XJS. Before I get asked.....I kept the roof up all day.....it was just too cold!

We travelled back from Builth along the A470 as the sun went down looking up at the mountains we'd driven across earlier and finally back to Scott's for a cup of tea. I must admit that I'd not travelled into this area very much and really enjoyed the scenery; I can't wait to see it more in the warmer summer months! Thanks for a great day out Mr Morgan!



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REAR BRAKE PADS AND DISCS	£295	£295	£295	£295	£295	£295
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Article by Mark Williams



FANCY A JAG?

I fancy a Jag but what do I buy? How much?

These questions I asked myself before the purchase of that extra car. First choice was the XJS but after considering their age and miles per gallon, I looked at other models. I read an article on the XK8 in the October 2010 edition of classic car buyer and my attention swayed to the XK8 coupe. British summers not guaranteed, thoughts of the convertible were set aside. I read about nikasil engine lining and tensioner issues and my budget was raised to 8K. Local examples carried high mileage, worn interiors and

tired paintwork so I decided to visit Bristol used Jaguar being the source of the article I first read and viewed their website.

My eyes were drawn to a 2001 XK8 in Seafoam Green advertised as pristine condition with mileage of 67K - budget raised again to £8,995!! Serviced, delivered and half the road tax paid I purchased the car and was the proud owner of a Jaguar.

So What Next?

A new registration was purchased (JAG 821Y), sourced from national numbers at a cost of £1,039. I bought this over the phone with salesman Alastair and the process passed without a hitch but with vat & other fees costs rose to £1,352.

Car covers were purchased from classic additions, size D would do the trick and being lightweight and breathable for indoor and outdoor use as well as door zips they were a snip at £105. What could go wrong?

With an average of 27.2mpg and good performance the engine management light decided to appear, which did restrict performance. I returned to Bristol Jaguar centre and the light was removed - codes P0174 and P0171 indicating air too lean (still to be resolved as light back on but performance ok).

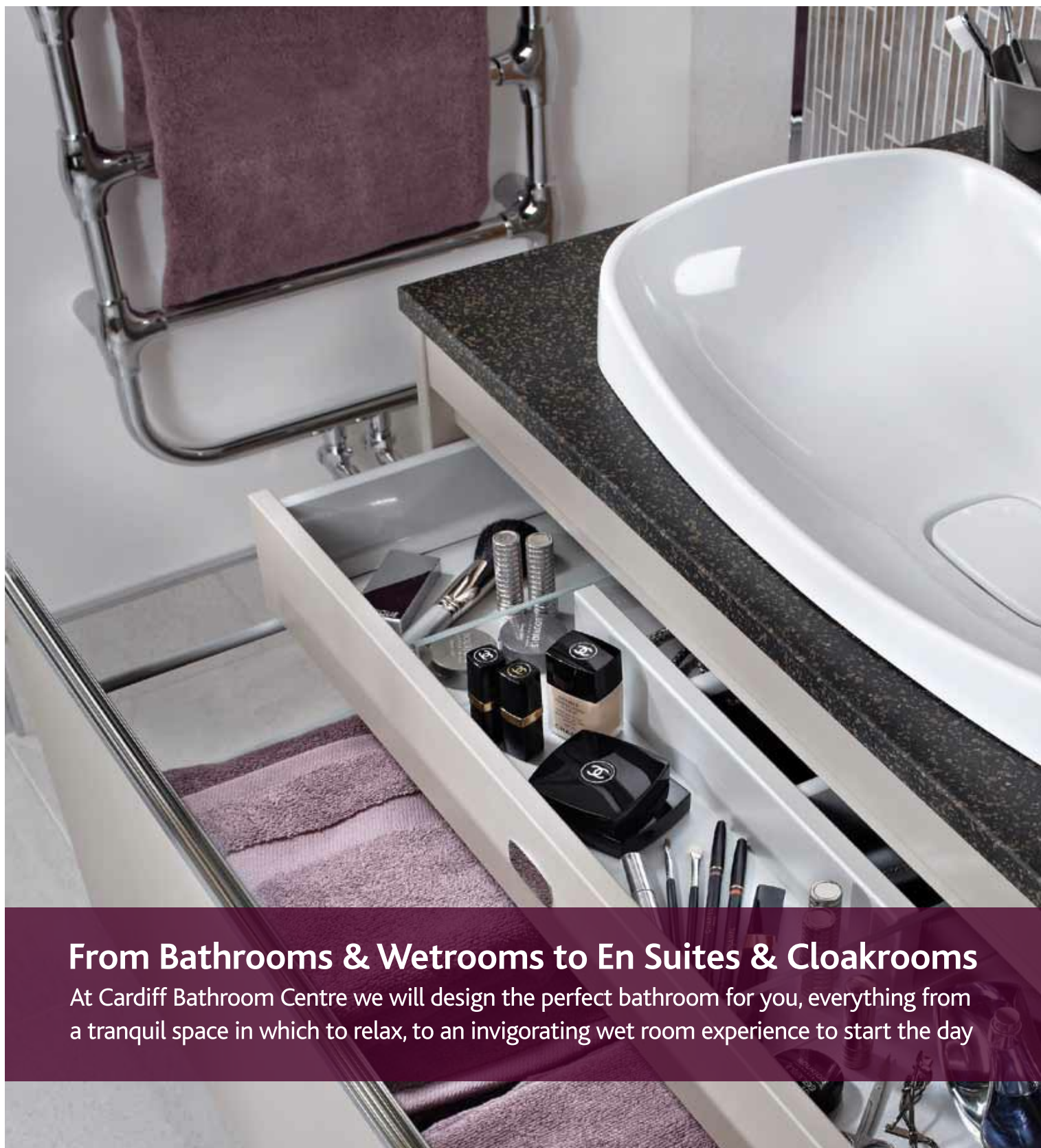
Several months later after heavy rainfall I noticed water on the drivers side floor, investigating the door seals, feeding wire into the drainage holes and then testing with a hose and watering can the problem continued

only to be stemmed by closing the door on a chamois to absorb the water in bad weather.

Comparing the two door seals the driver side being used the most was noticeably softer. I bought a length of 10mm black cable and split the length removing the inner wire. I fed one into the drainage hole and the other was pushed under the seal above the diagnostic input socket. With both sides ridged the seal is now water tight, all for the cost of an old piece of cable.

Next month battery, tyre, ABS and low level coolant problems solved!





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Article by Andy Webber

REGIONAL CHRISTMAS DINNER

Held on Saturday 13th December, around 30 of us travelled to St.Mellons Golf Club for the annual Christmas dinner organised by Colin Manconi.

This was our chance to get all festive and finally see if the treasurer (Mr Manconi) would leave some money behind the bar – unfortunately and unsurprisingly this wasn't the case and so I had to ask the wife for funds! (Typical "Banker "always has to ask someone else for money! CM) Apparently Christmas jumpers were banned so I sported my festively red shirt that drew positive comments particularly from Mrs James Mrs Fisher – c'mon gents please make an effort to keep up with the fashion of the younger members!

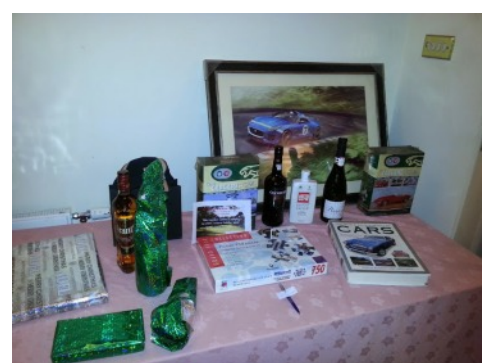
It was great to have a drink with the chaps and their partners, as so often we're driving so don't get the chance to enjoy a beer with each other. The golf club had put on a great spread with a 3 course meal and music awaiting us upstairs. We were also joined by Mr Morgan of Morgan Motor services' fame & of course Scott's dad, who had hired Scott as his chauffeur for the evening although I'm

told that Scott's not much of a chauffeur so best stick to the day job!

Mike Jones had given us some quiz questions on each table to see how intelligent we were – it turns out that our table wasn't very intelligent individually and a joint table effort resulted in only marginal success. I'm not sure of the night's quiz winner but please feel free to identify yourself and we'll make a special mention of your intelligence in the next magazine. Thanks to Mike for organising this and talking us through the answers that had to be explained to some attendees!

JJ was of course on hand to provide some light hearted jokes and thanks to the various organisers etc. We didn't have a wooden spoon award this year so feel free to email the editor with any nominations. Colin had organised a raffle and there were some good prizes – a big thanks to everyone who supplied a raffle prize in aid of raising club funds, in particular Mike Manconi for the excellent framed picture of the project 7 F-Type, which looked stunning! There was also a word of thanks to Mike Manconi for his great efforts with our club magazine recognised by some gift vouchers.

It was a good night with much banter that continued long into the night with everyone enjoying themselves. It was disappointing that Colin Masterson hadn't travelled back from Florida to join us and several members consider this worthy of the wooden spoon but we'll let Colin defend this decision in next month's 'Letter from America' before making a decision.





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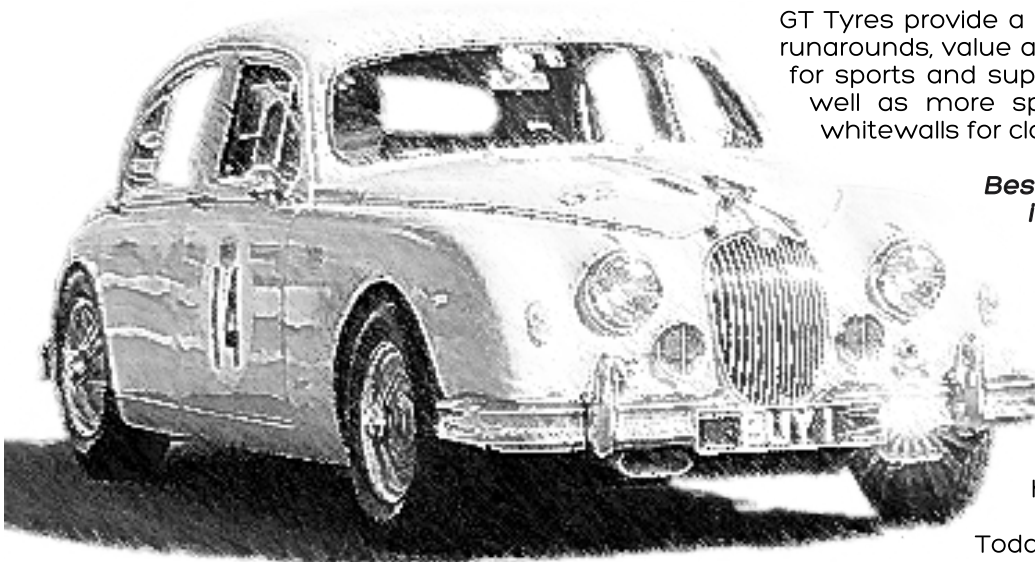
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Article by Piston Heads

OBE FOR JAG LEGEND NORMAN DEWIS

Renowned Jaguar test and development engineer Norman Dewis has received an OBE in the New Year Honours list for 2015.

OK, so James Corden got one too. But the OBE awarded to 94-year-old Jaguar stalwart Norman Dewis is much more deserving in our eyes. Sit-com stardom and a queasy on-screen bromance with Gary Barlow versus co-driving Stirling Moss in the 1952 Mille Miglia in a C-Type, setting land-speed records in the XK120 on a Belgian motorway, signing off the E-Type chassis and walking away from an absolute monster crash in the infamous V12-powered XJ13? Sorry Corden...

Dewis is also a bit of a legend in person too, a regular fixture at motor shows and events like Goodwood, twinkly eyed, mischievous and typically sporting some manner of country and western themed clothing. Black-tie for Dewis means bootlace and embroidered lapels, not dicky-bow and dinner jacket. Arguably he deserves a gong for that alone.

But his achievements as a

driver are, by any stretch, 'proper' and Jaguar's press release celebrating Dewis's OBE makes for impressive reading.

"Norman Dewis OBE developed no less than 25 significant Jaguar cars and is widely regarded as Britain's greatest test driver," it reads. "His automotive CV is remarkable: he developed the multiple Le Mans-winning C-Type and D-Type racing cars, the pioneering XK140 and 150 sports cars, the classic 2.4/3.4 and MkII saloons, plus the MkVII and MkVIII models, the legendary E-Type (including the Lightweight E-Type), the XJ13 mid-engined prototype, the world-class XJ saloons, the XJ-S and the 'XJ40' models."

Then there's the motorsport

"Dewis was also co-driver to the British racing hero Sir Stirling Moss in a C-Type in the 1952 Mille Miglia and, in 1953, set a 172.412 mph production car speed record in a modified Jaguar XK120 on a closed section of the Jabbeke highway, Belgium. He also drove a 190mph works D-Type in the dramatic 1955 Le Mans 24hr race and competed in the famous Goodwood Nine Hours in the 1950s."

Jaguar reckons Dewis completed over a million test miles (at an average speed of over 100mph!) in his 33-year career and makes particular note of his work developing Dunlop disc brakes for use on Jaguars, a feature that contributed to success on road and track. And he's still contributing today, helping with Jaguar Special Operations, the newly opened Brown's Lane heritage workshop and driving experiences and projects like the 'new' E-Type Lightweight.

A worthy honour then and one we suggest you raise a glass to at some point tonight as you toast the new year.



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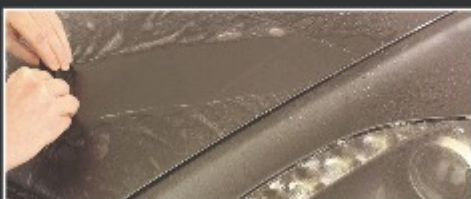
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By Colin Masterson

Letter from America

A happy new year to you all!

As you might expect, after the excitement of Halloween followed by Thanksgiving (always the fourth Thursday in November) and in anticipation of the Christmas and New Year celebrations (how do they get anything done this time of year!) things slow up a little on the car show front. I am glad that the growing trend over here to talk of the "Holiday Season" and to wish everyone "Happy Holidays" is receding with more people using the more traditional "Merry Christmas and a Happy New Year". It seems that the voice of the politically correct who are afraid of upsetting those not brought up in a Christians society is gradually receding, thank goodness. Religion is pretty big over here with around 20% of the population going to church, as opposed to less than 5% in the UK.



I hope you enjoyed last month's write up of the Daytona Show, it is so huge that anything after that seems a bit of an anti-climax. However, the events that are really memorable and which I really enjoy are those where participation is involved and the Apopka Christmas Parade always stands out as a big one. Most towns have a Christmas Parade but the one at Apopka involves around 100 floats/bands/dance groups etc.

The organisation is amazing with all of the various groups being staged in various locations around

town and from there are led by police escort into the order of the parade around the starting point. Here we stop for, you guessed it – coffee and doughnuts, to be ready for a prompt start at 10am. Nothing can prepare you for the amazing reception the 20,000 crowd gives you as



you turn onto Park Avenue, the wide street where the parade is held. We led the procession with around 20 convertibles of various ages carrying the dignitaries on the back of our cars moving at a steady walking pace. Fortunately for the older cars we do not have to stop but just keep going, unlike the bands and dance groups who stop along the way to perform their routines. Half way along the parade we slow while the public address announces whom we have on the back of our cars. All too soon it is over for yet another year.

Kissimmee Old Town is always a popular venue for car shows and I took Hattie, who some of you have met, and her fiancé. This was a Friday



show, the big Saturday show being for older cars, although I have now heard they have relaxed this rule so I might be going there for that show in the New Year.



As usual, there was a good mixture of cars, one was an ex film studio car from the Knight Rider TV series that originally ran from 1982 to 1986. The series was broadcast on NBC and



starred David Hasselhoff as Michael Knight, a high-tech modern crime fighter assisted by an advanced, artificially intelligent and nearly indestructible car. The car was fitted out with all of the "high-tech"



dash board and talked to you as the car did in the show.

The car show started round 4pm and at 8.30pm all of the cars start up and cruise down the main street which is lined with spectators. As it is dark by then you face a barrage of flashing cameras as you drive along the street. A bit different but fun.



I am sure you have been watching the price of petrol closely in the UK. Over here the price has dropped from \$3.75 a gallon, this time last year to \$2.30 now. US gallons are 4/5ths of



a UK gallon, so the cost of a UK litre is now not much more than 50p. Talking of US measures, if you ask for a pint of beer over here you get 16oz



not 20oz but as most mass produced beer over here tastes like p**s, that is no great hardship. If you want a decent "pint" over here you should try the craft beers, which are not too bad (not as good as Brains though!). They tend to be more like Indian Pale Ale rather than our Bitter. Most are very locally produced and some are made on the premises in what are called micro-breweries, where the people who make it often serve you.



Mrs M and I decided to downsize (again!) over here as we don't need the space we have or the number of bedrooms so we are in the throws of that now, will have more news about that next month. We wanted to do



that now rather than leave it till we are too old and decrepit to make the move as there will come a time when we will probably not want to face the trip over here. We are having a good clear out and will get rid of quite a lot of furniture in the process. I shall probably be too busy to do many car shows in January, but we'll see.



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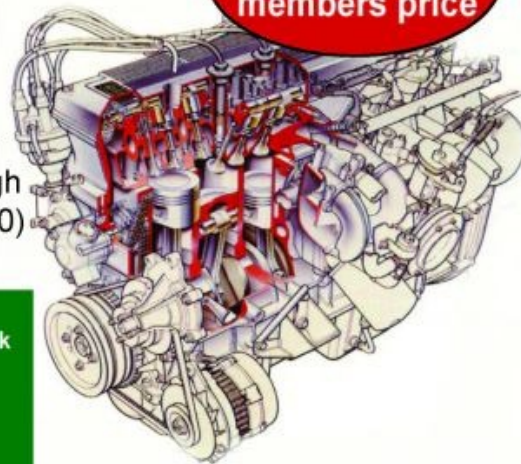
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Article by Harry Kuehling

RALLYING V8 STYLE!

BY OUR PRESIDENT FOR LIFE HARRY KUEHLING - PART THREE

Some of you know that I used to compete in historic rallies during the mid 1990's, here is the next instalment of my adventures.

THE HENRY LIDDON MEMORIAL RALLY

Our next rally was the Henry Liddon Memorial Rally based near Warminster & held on 19th March 1995. Very little preparation of the car was needed. Just a matter of checking the levels, points, plugs etc. This event was held on a Sunday and we booked into a 400 year old inn (the Angel Inn, Westbury) complete with ghost! I think Allan's snoring kept the ghost away! Scrutineering, noise testing, signing on and briefing were held early on the Sunday morning. Eventually we were off at 9.52am our start number being number 52. There were ninety entries on the rally although nine did not start.

Scanning through the entry list we thought we did not stand much chance of a reasonable result, particularly in our class which included 6 Triumph TR3/4s, 4 Austin Healey 3000s, 3 MGBs, 3 Minis and various other sports and small saloons registered between 1960 and 1967. No

other Jaguars were in our class. The only Jaguar entered was a 1958 XK150S.

We started with a driving test which did not bode well for us as Allan hit a cone when reversing into one of the "garages". We later learned that all penalties on that test were cancelled as the garages were too short to get all four wheels inside! We then proceeded with the regularities which were similar to the Vales Rally except that we were given our final instruction (speeds etc.) at the

start of each section which made for a very hectic few moments for me until I got myself sorted out. Usually I looked to see how far to the next turning and made a decision either to give directions to Allan or to plot the speeds and turn to the relevant pages on the speed tables. Having experienced changes of regularity speeds on the Vales Rally we were better able to cope with the required routines, zeroing the stop watch and the trip on the speedometer.

This pattern continued for the rest of the morning before we stopped for lunch at Legends Nightclub, Frome. This time we took advantage of the fuel stop for the car



Great Expectations

as well! It was pleasing to see so many competitors with bonnets up and wheels off carrying out necessary repairs while we just locked the Daimler and went to enjoy our lunch!

The rally was proving to be the most difficult to date with final instructions being issued just before the off for each section. However, worse was to come! In mid afternoon just when we were thinking everything was going reasonably well we were given a sheet of paper with all sorts of symbols (tulips, spot heights, map symbols, references where the route crossed grid lines, etc.) and had to fathom out the required route by matching the symbols to the Ordnance Survey map specified! All of this was set to six different regularity speeds timed to the second! After a few aborted attempts I was lost! I was not the only one as other competitors kept appearing from all directions! There was not even a map reference to abort the whole section (taking the penalties) and proceed with the rest of the rally! I am grateful to Allan who kept a cool head and encouraged me to keep going when all seemed lost. We eventually found our way even though we approached a time control from the wrong direction, incurring 300 penalty points.

The final test was more to Allan's liking. This time we had to plot our course from six figure map references, avoiding black spots and set at two regularity speeds. As we had taken about six minutes to plot the course this had to be made up to avoid more penalties for being late.

JAGUAR DRIVER



Allan was in his element making up for lost time belting through the lanes while I worked out the time we should have taken to complete the section. I even had to instruct Allan to stop for two minutes before continuing to the time control! It was very gratifying to "clean" this section.

An informal buffet was held at Marston House, Frome while we waited for the results to be calculated. The halfway results were already posted by the time we arrived which placed us in 38th position overall (ahead of some very experienced friends who had all the best equipment!). However, we dropped to 45th

(7th in class) when the results of our mistakes in the afternoon were included. This was still our best result on the most demanding rally to date particularly when considering the competition.

Rallying Daimler V8 style certainly proved to be both exciting and entertaining and we had a great deal of encouragement. One of our surprises was to be pictured in the Rally Sport magazine (March 1995 issue) taking part in the Rally of the Vales. The picture on the front cover of the Jaguar Driver magazine was also taken during the Rally of the Vales.



humour

Members jokes & anecdotes

LYING TOAD!

A young lady walks into a supermarket and on her way round she sees the bloke who had his wicked way with her the previous evening, after they had met in a pub. He was stacking washing powder boxes onto the shelves.

"You lying toad" she yells "last night you told me you were a stunt pilot"

"No" he says "I told you I was a member of the Ariel display team"

WE WAS BRUNG UP PROPER!

And we never had a whole Mars bar until 1993!!!

CONGRATULATIONS TO ALL MY FRIENDS WHO WERE BORN IN THE 1930's, 40's, 50's, and 60's'

First, we survived being born to mothers who smoked and/or drank Sherry while they carried us and lived in houses made of asbestos.

They took aspirin, ate blue cheese, bread and dripping, raw egg products, loads of bacon and processed meat, tuna from a can, and didn't get tested for diabetes or cervical cancer.

Then after that trauma, our baby cots were covered with bright coloured lead-based paints.

We had no childproof lids on medicine bottles, doors or cabinets and when we rode our bikes, we had no helmets or shoes, not to mention, the risks we took hitchhiking.

As children, we would ride in cars with no seat belts or air bags.

We drank water from the garden hose and NOT from a bottle.

Take away food was limited to fish and chips, no pizza shops, McDonalds, KFC, Subway or Nandos.

Even though all the shops closed at 6.00pm and didn't open on a Sunday, somehow we didn't starve to death!

We shared one soft drink with four friends, from one bottle and NO ONE actually died from this.

We could collect old drink bottles and cash them in at the corner store and buy Toffees, Gobstoppers and Bubble Gum.

We ate cupcakes, white bread and real butter, milk from the cow, and drank soft drinks with sugar in it, but we weren't overweight because... WE WERE ALWAYS OUTSIDE PLAYING!

We would leave home in the morning and play all day, as long as we were back when the streetlights came on.

No one was able to reach us all day. And we were O.K.

We would spend hours building our go-carts out of old prams and then ride down the hill, only to find out we forgot the brakes. We built tree houses and dens and played in river beds with matchbox cars.

We did not have Playstations, Nintendo Wii, X-boxes, no video games at all, no 999 channels on SKY, no video/dvd films, colour TV or mobile phones, no personal computers, no Internet or Internet chat rooms..... WE HAD FRIENDS and we went outside and found them!

We fell out of trees, got cut, broke bones and teeth and there were no Lawsuits from these accidents.

Only girls had pierced ears! We ate worms and mud pies made from dirt, and the worms did not live in us forever.

You could only buy Easter Eggs and Hot Cross Buns at Easter time.

We were given air guns and catapults for our 10th birthdays.

We rode bikes or walked to a friend's house and knocked on the door or rang the bell, or just yelled for them!

Mum didn't have to go to work to help dad make ends meet because we didn't need to keep up with the Jones's!

Not everyone made the rugby/football/cricket/netball team. Those who didn't had to learn to deal with disappointment. Imagine that!

Getting into the team was based on MERIT!

Our teachers used to hit us with canes and gym shoes and throw the blackboard rubber at us if they thought we weren't concentrating. We can string sentences together and spell and have proper conversations because of a good, solid three R's education.

Our parents would tell us to ask a stranger to help us cross the road.

The idea of a parent bailing us out if we broke the law was unheard of. They actually sided with the law!

Our parents didn't invent stupid names for their kids like 'Kiora' and 'Blade' and 'Ridge' and 'Vanilla'

We had freedom, failure, success and responsibility, and we learned HOW TO DEAL WITH IT ALL!

And YOU are one of them! CONGRATULATIONS!

You might want to share this with others who have had the luck to grow up as kids, before the lawyers and the government regulated our lives for our own good.

PS -The big type is because at your age your eyes are not too good anymore!

ANTIQUES ROADSHOW

Paddy took 2 stuffed dogs to the Antiques Roadshow

"Ooh", said the presenter. "This is a very rare set produced by the celebrated Johns Brothers taxidermists who operated in London at the turn of the last century. Do you have any idea what they would fetch if they were in good condition?"

"Sticks", said Paddy

TAXI HOME

At this time of the year, when the roadside breath testing checks come up with great regularity, I would like to share a personal experience with my closest friends about drinking and driving.

As you well know, some of us have been known to have had brushes with the authorities on our way home from an occasional social session over the years.

A couple of nights ago, I was out for an evening with friends and had some rather nice red wine.

Knowing full well I may have been slightly over the limit, I did

something I've never done before; I took a cab home.

Sure enough, I passed a police road block but, since it was a cab, they waved it past.

I arrived home safely without incident, which was a real surprise as I have never driven a cab before and am not sure where I got it or what to do with it now that it's in my garage.

BLONDE & THE CHIMPS

A blonde motorist was about two hours from San Diego when she was flagged down by a man whose truck had broken down. The man walked up to the car and asked, "Are you going to San Diego?"

"Yeah," answered the blonde, "do you need a lift?"

"Not for me. I'll be spending the next three hours fixing my truck. My problem is I've got two chimpanzees in the back which have to be taken to the San Diego Zoo. They're a bit stressed already so I don't want to keep them on the road all day. Could you possibly take them to the zoo for me? I'll give you \$100 for your trouble."

"I'd be happy to," said the blonde. So the two chimpanzees were ushered into the back seat of the blonde's car and carefully secured with seat belts, and off they went.

Five hours later, the truck driver was driving through the heart of San Diego when suddenly he was horrified! There was the blonde walking down the street, holding hands with the two chimps, much to the amusement of a big crowd. With a screech of brakes he pulled off the road and ran over to the blonde.

"What the hell are you doing here?" he demanded, "I gave you \$100 to take these chimpanzees to the zoo."

"Yes, I know," said the blonde, "and I did. They loved it, and we had money left over so now we're going to Sea World."

THE LAWYER & CEO

The lawyer says: "I have good news and bad news."

The CEO replies: "I've had an awful day, let's hear the good news first."

The lawyer says: "Your wife invested \$20,000 in five pictures that are worth a minimum of \$2 million."

The CEO replies enthusiastically: "Well done, that is very good news indeed! You've made my day; now what is the bad news?"

The lawyer answers: "They are pictures of you in bed with your secretary!"

A THAI LOVE STORY

A man was lying in bed with his new Thai girlfriend in a hotel in the Thai resort of Phuket.

After having great sex, she spent the next hour just rubbing his testicles... Something she loved to do.

As he was enjoying it, he turned and asked her, "Why do you love doing that so much?"

"Because," she replied, "I really miss mine!"

HIT & RUN LAWYER

A very successful lawyer parked his brand-new Lexus in front of his office, ready to show it off to his colleagues. As he got out, a truck passed too close and completely tore the door off of the driver's side. The counselor immediately grabbed his cell phone, dialed 911, and within minutes a policeman pulled up.

Before the officer had a chance to ask any questions, the lawyer started screaming hysterically. His Lexus, which he had just picked up the day before, was now completely ruined and would never be the same, no matter what the body shop did to it.

When the lawyer finally wound down from his ranting and raving, the officer shook his head in disgust and disbelief.

"I can't believe how materialistic you lawyers are," he said. "You are so focused on your possessions that you don't notice anything else." "How can you say such a thing?" asked the lawyer.

The cop replied, "Don't you know that your left arm is missing from the elbow down? It must have been torn off when the truck hit you." "Ahhh!" screamed the lawyer. "Where's my Rolex!"

PRINCESS & THE FROG

A beautiful princess comes upon a frog in a meadow near her castle.

The frog hops into the princess' lap and says, "My lady, one kiss from you, and I will turn back into the dapper, young prince that I once was, and then, my sweet, we can

marry and set-up housekeeping in yon castle with my mother, where you can prepare my meals, clean my clothes, bear my children and forever be happy doing so."

That night, as the princess dines on lightly sauteed frog legs, she chuckles to herself, "I don't f**kin' think so."

WHAT NOT TO SAY TO A POLICEMAN

- I can't reach my license unless you hold my beer.

- Sorry, Officer, I didn't realize I was driving.

- Wow, you must've been doing about 125 mph to keep up with me!

- I was going to be a cop, but I decided to finish high school instead.

- You're not gunna check the trunk, are you?

- You look just like my girlfriend's deadbeat ex-husband.

- The question is -- do YOU know why you pulled me over?

- I was trying to keep up with traffic, and it's miles ahead of me.

- If you have to ask if I've been drinking, I'm not going to tell you, dude.

- It wasn't my fault -- when I reached down to roll this joint, my gun fell off my lap and got lodged under the brake pedal.

- That's a sweet 9mm. You want to hold my .44 magnum?

- If I'd known I was getting a full body cavity search, I would have waxed!



WE NEED YOUR JOKES!

Please email all your jokes and funnies to:
editor@jecsouthwales.co.uk



Article by Scott Morgan

REPLACING A SAGGING HEADLINING IN AN XK8

Firstly I hope everyone's Christmas went well and would like to wish everyone a happy new year.

I'm sure many people who have owned certain Jaguars or Daimlers have at some time experienced a headlining to starting to sag because it does seem to be a common occurrence with Jaguars and Daimlers of a certain age.

The headlining in my XK8 was starting to show the first signs of sagging when I bought the car around four years ago but never really concerned me as it wasn't that noticeable to start with. But over time it gradually got worse and worse until one day I got in the car and noticed the headlining was starting to touch the top of my head. So needless to say at that point it did start to concern me although I couldn't really blame the car as it is 17 years old now. The easiest and quickest temporary fix I could come up with at the

time was to buy some upholstery pins shaped like a drawing pin except instead of having a straight sharp pin they are curly to screw in to the material and the board behind so they couldn't pull out from the weight of the material. These did work well for some time but they did make the headlining take on the style of a Chesterfield Suite which I wasn't too keen on and was only meant as a temporary solution anyway.

So just before Christmas I

finally bit the bullet and decided to buy a replacement headlining from a company called Myrtle Ltd. I didn't want to get involved with buying the material and attempting to remove the old material from the original board and then trying to glue the new material in place like some people suggest. I was drawn towards Myrtle Ltd because they supply the headlining already glued to a fibreglass board so it's just a case of removing the original one and then fitting the replacement headlining complete with the board. They have a very good selection of headliners and wood veneering kits for Jaguars ranging from the XJS, XJ6, XJ12, XK8



and XKR's and as far as I can see have an excellent selection of colours to match the original. All the holes are ready in place on the fibreglass board for the light fittings and screws, all that is needed though is to carefully make small cuts through the material for these holes as the material glued on the board doesn't come already cut (or at least the one that was supplied to me wasn't). Also enough spare material are supplied allowing you to recover the A panels running along the inside of the windscreen. They were also very helpful offering telephone support should there be any difficulty in fitting the headliner or needing any advice.

A few days later the headlining was delivered leaving only the task of fitting it. Out of curiosity I then started to search the internet and forums before I started to see how other people replaced their XK8 or



I was somewhat dubious of this considering the Jaguar Workshop manual I have for the XK8 states much more than that needs to be removed. I did consider removing the windscreen as I thought that was always the easiest way of replacing

I thought I'd try the method that's suggested on the Internet forums of removing as little as possible. I only removed what was advised on the forums and removed the old headlining. I later found it is impossible to remove the old headlining this way without bending, forcing and damaging it. Which wasn't too much of a problem for the old headliner but for the new one was going to prove a big problem, especially as the replacement was much stronger and less flexible.

It proved very difficult this way and the more you disturbed the board by moving it the more flakey powdery sponge and old glue was falling off, making quite a mess in the car. There was nothing else for it but to go by the book (the big Jaguar book that is) to ensure I could fit the new one without damaging it. I started to remove the centre console, rear seats and then the rear quarter mouldings which sounds a bit daunting but was relatively straight forward and easy apart from the odd plastic clip breaking here and there. Certain

Continued on page 27 >



XKR headliners. I couldn't find much information or many examples of XKs replacing the headlining so obviously mine must be a rarity with a sagging headlining. However, I've have seen a few XK8s for sale on ebay with similar problems, where the sellers are always professing that it's an easy fix (Don't believe it!).

I did find a few forum topics on removing the headlining which suggested all you need to remove are the two front seats, the centre interior light unit, rear interior light, rear view mirror, and the sunvisors. Apparently the headlining will then slide down the inside of the windscreen where it will clear the two rear quarter mouldings and can be moved back. It can then be rotated at a nearly 90 degree angle and then with a bit of effort removed through the passenger door.

a headlining but if any windscreen surrounds are damaged it can prove very costly and apparently the headlining on the XKs can be removed through the passenger door.



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clips holding some bits of trim seemed designed to break especially when things seem to become brittle with age.

The biggest problem of sliding the headlining forward the way the forums describe was there are two metal tabs each side that are bent up on to the headlining holding it in place. These tabs are hidden behind the rear quarter mouldings that hide them and there is no way of gaining access to bend them away other than to remove the rear quarter casings and the back seats. If these tabs are not bent away from the headlining they will almost certainly rip the material as the headlining is moved forward or when the new one is moved into place and that's the last thing I wanted to do was to rip the new one.

Once everything was removed it was just the case of fitting



place. Once that point is reached the worst is over and it's relatively straight forward refitting the rear mouldings, seats and the rest of the fittings. The only thing left to do then is to remove the old material from

I used an evo-stick adhesive in an aerosol, which is quite easy to work with. Once I glued a piece of material to the surface of the panel I then trimmed the edges about half an inch to an inch extra and then bending the remainder around the edges to the inside of the panel glued the inside down. Once finished they look far better than the original material that also had started to become loose.

So once again now everything has been fitted back in the car the headlining now looks as good as the day it left the factory and hopefully will last another 17 years. It proved to take a little more work and a little longer than first expected but after looking at the results well worth it.



the new headlining through the passenger door without damaging it. To try and protect the new headlining I left the plastic covering on until it was safely in the car. Even with all the seats and the centre console removed it is still a very tight fit and ideally is a two man job. Strangely we found it easier to fit through the door narrowest side first (rear of the headlining) which is the contrary of what the workshop manual says and is the opposite of what other people have said on the internet. It did take some effort and fiddling to get it in just the right position but then once it was just right it fitted relatively easy.

Once in place the metal tabs are then bent back up against the headlining and while a second person holds it up the sunvisors can be fitted to secure the headlining in

the windscreen 'A' panels and clean off the loose sponge and glue as best as possible. Thankfully there is far too much material supplied so if any mistakes are made you have extra.


myrtle
PRODUCTIONS



2015 EVENTS CALENDAR

If you know of any other events that may be of interest to members please let us know in order that we may include them in these listings. If you spot any errors please let us know so that they can be corrected.

MARCH 2015

Sun 22nd Jaguar Spares Day Stoneleigh

APRIL 2015

Mon 6th Coleford Carnival of Transport

Sun 26th Annual Drive it Day

MAY 2015

2-4th Donington Historic Festival

Sun 3rd Monmouth Steam & Vintage Show

Sun 17th SWCCC Annual Classic Car Show

16 - 17th Beaulieu Spring Autojumble
National Motor Museum, Beaulieu.

Mon 25th Vale of Glamorgan Classic Car Show

JUNE 2015

3-4th Le Mans 24 hr

Sun 14th Barry Festival of Transport

TBA Berkely Castle Car Show

13-14th Bristol Classic Car Show

TBA Castle Combe Classic & Retro Action Day

25 -28th Goodwood Festival of Speed

JULY 2015

TBA

Sun 19th

24 - 26th

Pontardulas Classic Motor Club Show

Sherborne Castle Classic Car Show and Rally

Silverstone Classic

AUGUST 2015

1-2nd

Sun 9th

South Gloucester Show

Three Cocks Steam & Vintage Rally

SEPTEMBER 2015

5 - 6th

11 - 13th

Beaulieu International Autojumble

Goodwood Revival

OCTOBER 2015

TBA

Sun 11th

Castle Combe Classic Action Day

Malvern Classic Car Show

DECEMBER 2015

TBA

Regional Christmas Dinner

Please also take a look at the events listings on the JEC web site www.jec.org.uk In particular, there are lots of tours, seminars and the JEC race series.

See also the web site - www.classicshowsuk.co.uk

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SOUTH WALES REGION COMMITTEE

REGIONAL REPRESENTATIVE

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Tel: 01600 860969

Andy Webber

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Telephone: 07771 852703

If you are interested in becoming a committee member or helping organise any club related activities, please feel free to contact the regional representative.

MONTHLY MEETING DATES 2015

From May 2014 our monthly meeting has changed to the **3rd Wednesday evening in the month**. This has become necessary due to the venue now closing at 9pm on a Monday. By switching to a Wednesday it allows us to stay later as we have always done.

The venue remains unchanged: **BBC Social Club, Llantrisant Road, Llandaff, Cardiff, CF5 2YQ.**

2015

Wednesday 18th February

Wednesday 18th March

Wednesday 15th April

Wednesday 20th May

Wednesday 17th June

Wednesday 15th July

Wednesday 19th August



MONTHLY MEETING

Held on the 3rd Wednesday of each month we meet at the BBC social club in Llandaff, Cardiff at 7.30pm.

All club members and potential members are always welcome. Our meetings are informal and friendly and we look forward to meeting you!

BBC Social Club, Llantrisant Road, Llandaff, Cardiff, CF5 2YQ

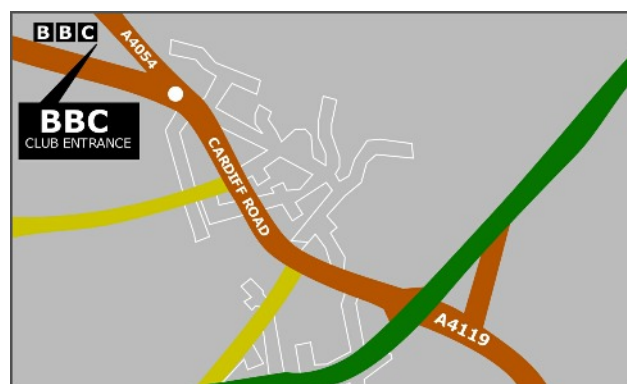
HOW TO FIND OUR MEETINGS:

DIRECTIONS TO GET TO THE BBC CLUB, LLANDAFF, CARDIFF

Leave the M4 at Junction 29 signed A48M. Travel along the dual carriageway for about 6 or 7 miles until you reach the traffic lights by Tesco (on left). Go straight on over the river bridge and through the next set of lights. Just after the footbridge take the next fork left along Mill Lane signposted Llandaff Cathedral.

At the next traffic lights turn right. Go straight through the next traffic lights (crossing the A48 dual carriageway again) and travel northwards until you reach a mini roundabout. Take the first exit off the roundabout signposted Llantrisant. After about 100 yards there is a high grey stone wall on the right hand side. The entrance to the BBC car park is through this wall. Bear immediately left and right. The club is the single storey, flat roofed building on the left across the field. The BBC studios are beyond the club and are about 5 storeys high.

Walk to the entrance of the club and press the buzzer on the right of the door. The barman will then open the security door. Our meeting room is straight ahead through the next door.





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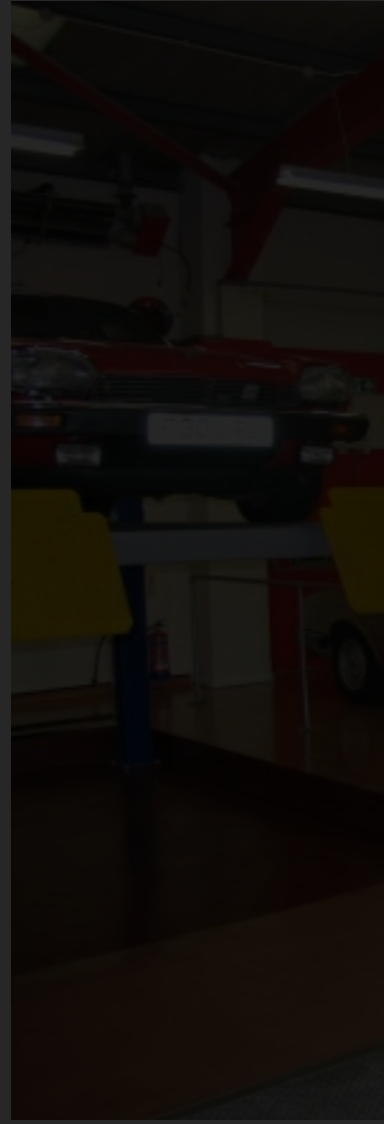


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