

JAGUAR ENTHUSIASTS' CLUB

ISSUE No 94 FEB 2015

sharing the passion



CHAIRMAN'S MESSAGE

Hi All,

There are a number of events being planned for 2015, of which we need to make our bookings early, if we are to attend. I have booked spaces for the Gaydon Heritage Museum in Warwickshire on Sunday 12 April, for a conducted tour around the museum. Entry fee is just £8 pp, so if you wish to join us and haven't already indicated your interest, please let me know as soon as possible. Also, we have the trip to **MEGUIAR'S** on Saturday 14th March for a demonstration on detailing your cars. See the details on the Events page of this newsletter. Again, please let me know as soon as possible if you wish to attend.

As stated before, Mary and Geoff Monk are resigning from their club positions and I am looking for volunteers to take over the roles of Club Secretary and Events Organiser/s. The Events Organiser/s position is self explanatory but the Club Secretary, the responsibility requires to person to take minutes at the AGM, to write up the minutes for the following year, and to put together an agenda. We would also like the secretary to confirm bookings for the hall with the Golf Club on a yearly basis and to arrange the club dinner at the Golf Club - should we hold them in future.

So please, if you have time on your hand and regularly attend the club nights, could you please let me know your interest so that we can start considering members for this position.

Doug Warren, Chairman & Editor.



2014/2015 COMMITTEE

Doug Warren
Chairman & Editor

01245 261810

Mary Monk
**Vice Chairman/
Secretary**

01277 374030

Richard Gibby
Treasurer & Webmaster

rwgibby@gmail.com

Raymond Berris
Membership Secretary

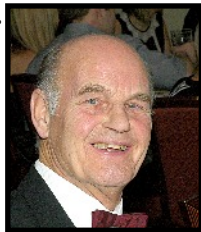
rayberris.jaguar@gmail.com

Geoff Monk
Social Events Organiser

01277 374030

Committee Members:

John Eusden & Neil Shanley.



*Club meetings are the 1st Tuesday of the month at 8pm: The Langdon Hills Golf & Country Club,
Lower Dunton Road, Bulphan, Essex, RM14 3TY Tele: 01268 548444*

WARNING - WARNING - WARNING

Watch out, new stealth cameras on motorways: Devices on M25 in Kent have caught 700 drivers in two months - and will arrive on M1, M3 and M6 soon

Motorists risk heavy fines following the introduction of a new generation of speed cameras on Britain's busiest motorway. Digital technology has been introduced to catch drivers breaking the 70mph speed limit on the M25 in Kent.

It was reported that the devices – dubbed ‘stealth cameras’ by critics – have caught almost 700 drivers in just two months of operation on the M25 in Kent. Unlike traditional **yellow speed cameras**, the gantry devices are painted **grey**, making them harder to spot for drivers. The same technology is being introduced on a northern section of the M25 and also parts of the M1, M3, M60 and M6. Front and rear-facing cameras are used to verify a vehicle's speed. And, while conventional devices have to be trained on only one lane at a time, the digital cameras can scan four. They are similar to cameras used during roadworks but do not work on the basis of calculating an average speed over a fixed distance. Motoring groups claim the devices will see thousands of drivers facing at least £100 in fines and points on their licence for straying marginally over the 70mph limit. **BEWARE U HAVE BEEN TOLD.**

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NEW PRODUCT NEWS

GET YOUR CAR LOOKING LIKE NEW!

The unique Dr. ColorChip paint chip repair process is the easiest and most effective way to touch up minor automotive paint chips and road rash. Effective paint chip repair keeps your car looking like new and protects it from rust and other long-term damage.

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Go to: www.drcolorchip.co.uk for further details, video's and kits



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LONDON CLASSIC CAR SHOW - EXCEL CENTRE

For those that were not able to attend the show, it wasn't a loss to you. For the entry fee charged, it was a disappointment to me and some others that attended. It was nothing like the National Show at the NEC in November, in as much as the NEC is in 5 *BIG* halls, whereas this was in just one. Sure, there were a number of exquisite cars on display from premium brands and premium restorers but none of your 'bread & butter' makes i.e. Triumph, MG, Hillman, etc., etc. Rolls, Bentley, Lamborghini, Aston Martin, Ferrari were some of the main players in the hall. One of the highlights for me was the display of Ian Callum's Mark II derivative. It was nice to see it in the metal, but I have to reserve judgement on it. I am surprised that with JD Classic's reputation, they didn't get the contract to undertake the work. I did see certain areas of bodywork that wasn't that brilliant - i.e. hadn't been finished off properly.



The display of cars running up and down the "Grand Avenue" which was no more than a long stretch of road with roundabouts each end. The noise some of the cars were making in such a confined area was deafening. I saw various female stand holders screwing up their faces from the noise generated. You had to stop talking, which at times was very inconvenient as the noise went on for quite a few minutes. It is certainly not a show I will return to next year. They will have to make bigger changes and expand it to warrant my return as well as others, I believe. Shame really as it has the potential of being as big as the NEC with the hall space available at the Excel centre. **Doug Warren** (see some of the displayed cars on page 5)

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**LONDON
CLASSIC
CAR SHOW**

1978 Jaguar XJ Spider by Pininfarina

Forty years after production of the legendary Jaguar E-type ceased, we're still waiting for a descendant with worthy credentials. But the XJ Spider – designed by Pininfarina for the 1978 British Motor Show – stimulated Jaguar to seriously explore the idea of an 'F-type' spiritual successor.



In hindsight, creating a replacement for what has since become one of the world's most iconic cars was never going to be an easy job for Jaguar. The car enviably tasked with following in the E-type's footsteps was the XJ-S, which made its debut in 1975. It was criticised for its styling, as was Jaguar's decision to use a big-capacity V12 engine in the midst of a fuel crisis. Add to that the fact that it was already at a disadvantage because of its mere existence – many didn't want the beloved E-type to be replaced at all – and you can see why the XJ-S never achieved the praise its forerunner enjoyed.

And, despite the reputable modern-day offerings of the Jaguar portfolio, the firm is still yet to attempt to resurrect the E-type. Even the F-Type Coupe has turned out to be a pretty sports coupé in the vein of the Porsche Cayman, as opposed to an elegant, mile-wolfing GT car.

With underpinnings in place, the formidable trio of Leonardo Fioravanti, Sergio Pininfarina and Renzo Carli went about designing the bodywork. They reverted to the oval-shaped front air-intake of the E-type, and dropped the sober lines of the XJ-S in favour of the more bulbous curves of the original – including the swooping arcs which peaked above the wheels. The three also gave the car a huge boot to maximise grand touring potential, but this led to a side profile remarkably reminiscent of the same generation Corvette. Though perhaps this was intentional; after all, Jaguar wanted to break into the American market, and what better way to do it?

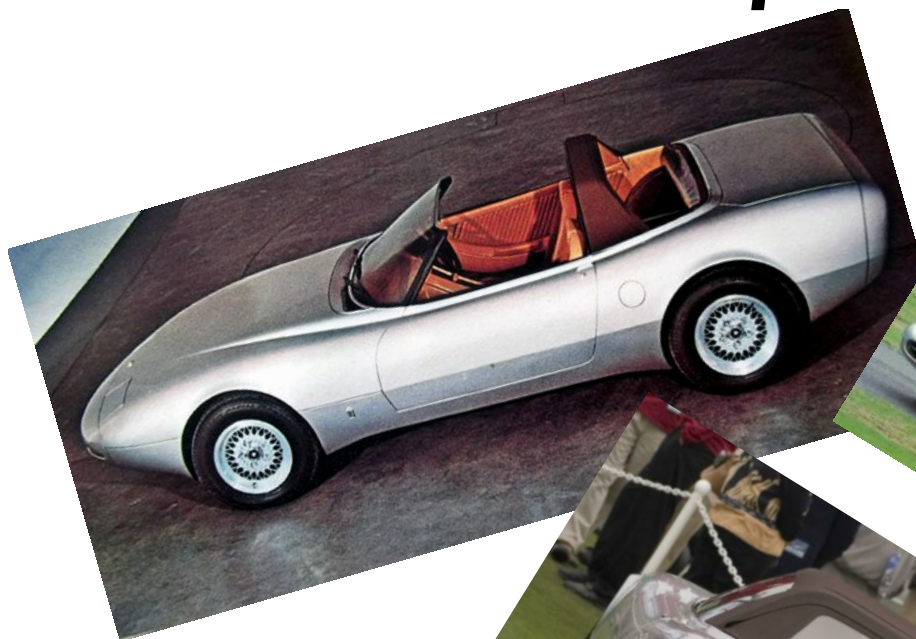
Underneath the bodywork resided the 5343cc V12 of the donated mule, which produced 284bhp and was mated to a five-speed gearbox. Despite sharing the same chassis, the Pininfarina XJ Spider was shorter, wider and rode lower than the XJ-S, giving it sportier intentions. As its new name suggested, it was given a convertible roof (beating Jaguar's targa-roofed XJ-S by some 5 years), as well as some pop-up headlights and interesting instrumentation inside.

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It may have had styling too American for a Jaguar, but the XJ Spider concept very nearly inspired a car which had a chance of becoming a proper E-type successor, had Jaguar been more focused in the XJ41/42's development. Thankfully, Jaguar is a much more decisive company nowadays and Ian Callum has changed the face of Jaguar with his XF, XJ, XK and F Type. The impending arrival of the XE will also see the Group move up another notch.

All pictures of Pininfarina Jaguar XJ-Spider Concept





REGIONAL EVENTS /OTHER EVENTS				
MONTH	DAY	DATE	TIME	LOCATION
				2015
FEB	TUES	3rd	8pm	Club Night: Langdon Hills Golf & Country Club
MAR	TUES	3rd	8pm	Club Night: Langdon Hills Golf & Country Club
MAR	SAT	14th	9:30am	MEGUIAR'S SEMINAR - Daventry, Northampton. Members are invited to attend. Each club seminar consists of a 45 minute presentation of "Best Practice" in the Training Room. This is a great opportunity to ask questions and hopefully dispel a few myths. Next will be an hour or so working on a visitor's car in our Detailing Bay to demonstrate products and techniques and give visitors an opportunity to try for themselves. Every visitor receives a pack of sachet samples to take away.
APR	TUES	7th	8pm	Club Night: Langdon Hills Golf & Country Club
APR	SUN	12th	8am	GAYDON HERITAGE MUSEUM - WARKWICKSHIRE Group booking for tour and lunch at the Heritage Museum. Deposit required of £4 pp. Contact Doug Warren
APR	SUN	12th	8am	JAGUAR WORLD/JEC LONDON TO BRIGHTON RUN Details to follow
NATIONAL EVENTS				
				07/07/1905
MAR	SAT	7 th	9am	SEMINAR - Jaguar V12 Engine - Covering Jaguar models such as, the Series 3 E-Type, XJ (S1, 2 and 3), XJS, XJ40, X300 (XJ 1995 - 1997). This engine has appeared in some of Jaguar's most desirable cars and the seminar is the perfect place to learn about the engine. Whether you are planning a rebuild, repair or general maintenance, Bob Bates, David Marks and Ken Jenkins will all be on hand to guide you through this very distinctive engine. The cost of the seminar is £60, which includes lunch. Contact Nigel Thorley at nigel.thorley@jec.org.uk if you wish to attend.
MAR.	SAT	21 st	9am	SEMINAR - Jaguar AJ6 and AJ16 Engine Seminar - This engine appeared in Jaguars built between 1984 and 1996 proved to be very reliable and remains popular with enthusiasts looking for a reliable, easy to maintain Jaguar. Experts David Marks, Bob Bate and Ken Jenkins will be on hand to present the seminar and answer the questions you have regarding the rebuild, maintenance and servicing of this Jaguar engine. Covering cars such as the XJS, XJ40 and X300 in their straight six form, this seminar is sure to be popular as these cars are still affordable and easy to maintain for the DIY mechanic. Book early to avoid disappointment. The cost of the seminar is £60, which includes lunch. Contact Nigel Thorley at nigel.thorley@jec.org.uk if you wish to attend.



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E-MAIL FROM THE LOCAL PORSCHE CLUB

The Essex Region of the Porsche Club are organising a Thames barge trip on the "Thistle" for an afternoon sail on **Sunday 26th July, 2015** from the Old Custom House, Ipswich Dock, boarding at 1130 and sailing between 1200 and 1600, disembarking at 1630.

We will sail through Ipswich Docks before locking out onto the River Orwell and enjoy seeing the eye-catching Orwell Bridge, then on to Woolverstone and Pin Mill – the most painted place on the East Coast. We pass Shotley Point and then enter Harwich harbour opposite Felixstowe dock, one of the busiest shipping lanes in Europe, which is a hive of activity and interest. We return back into Ipswich dock and disembark outside the Old Customs House. The Orwell is a beautiful, peaceful river with rolling banks topped with large historic buildings and picturesque cottages.

Depending on how many attend, the cost will be between £20 - £33, hopefully the lower number if we get 50 attendees.

There is secure parking at Ipswich Haven Marina and each driver will be issued with a permit to display in their windscreen.

It is possible to either take a packed lunch or have a "Classic Hot Fork Buffet" comprising:

Beef braised in beer
Coq au Vin
(v) Aubergine & Mozzarella Bake (by order)
Rice
Roasted Vegetables

Lemon Tart served with a Red Berry Compote & Double Cream
Coffee & Cream

The buffet cost will be £25 per person assuming at least 12 diners.

The charter company require a deposit for half the boat trip to be paid **by 20th February, 2015**, with the remainder, and half the meal cost, being payable by 26th June, 2015.

So that I can work out the cost, I request you please let me know how many of your members would like to join with us for this wonderful trip **by 13th February, 2015**. I understand the timeframe is tight and request your understanding.

Best wishes,

Martyn Molyneux
Essex Regional Organiser, PCGB



INSTALLING DAYLIGHT RUNNING LIGHTS TO A XK8/R

The kit I used for my XK8 was a Hella Kit obtainable from e-bay for £85:00. Current E-Bay item number: 261294537043 .

They are well suited to the air aperture underneath the front oval grille on XK8/R models made after 2004 as the lenses are shaped on each end and curve around the bottom air intakes neatly. Although instructions are supplied with the kit, they are not that helpful. Here are my instructions, having fitted them myself to my XK8.



The kit contains;

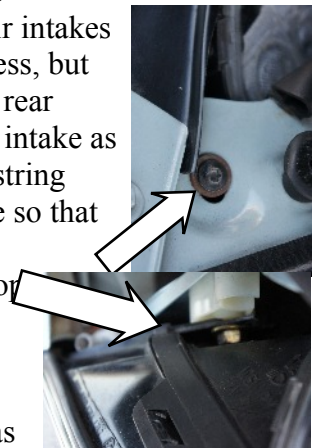
- * 2 x easy-fit clip-on bracket.
- (1) * Plug and play system with intelligent engine start/stop sensing module.
- * Two 6 LED High-impact resistance polycarbonate crystal clear lens.
- * Complete installation parts included.



First position the brackets (1) in the bottom air intakes on the right and left hand side of the XK8/R as shown in pictures and screw into the top area of the air intake



using screws supplied in the kit. Ensure the brackets are as close to the rear of the air intakes as possible, marking the position with a pen. Ensure the lights fit snugly in the recess, but do not push home until brackets are fitted. Ensure the wires feed through one of the rear holes of the brackets. Also, ensure the longest cabled light is fitted to the offside air intake as the wire has to be fed across the front of the car to the nearside. I suggest dropping string down the front of the bonnet by the front headlights in order to tie to LED light wire so that it can easily be pulled up through into the front bonnet area of the car. It would be advisable to remove the nearside headlight casing from its support by undoing the top bolt and sliding the lamp housing forward. You may also need to undo the side holding bolt slightly so that you can get movement, using a 13mm open ended spanner. There is no need to remove the lamp housing fully. The wire from the offside needs to be fed across the inside bonnet area by removing the plastic cover as shown below.

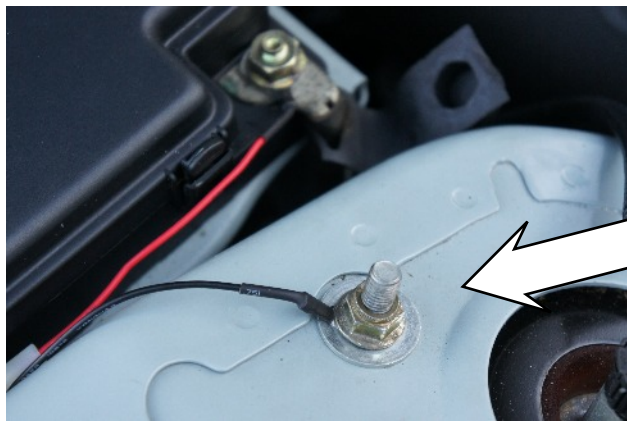
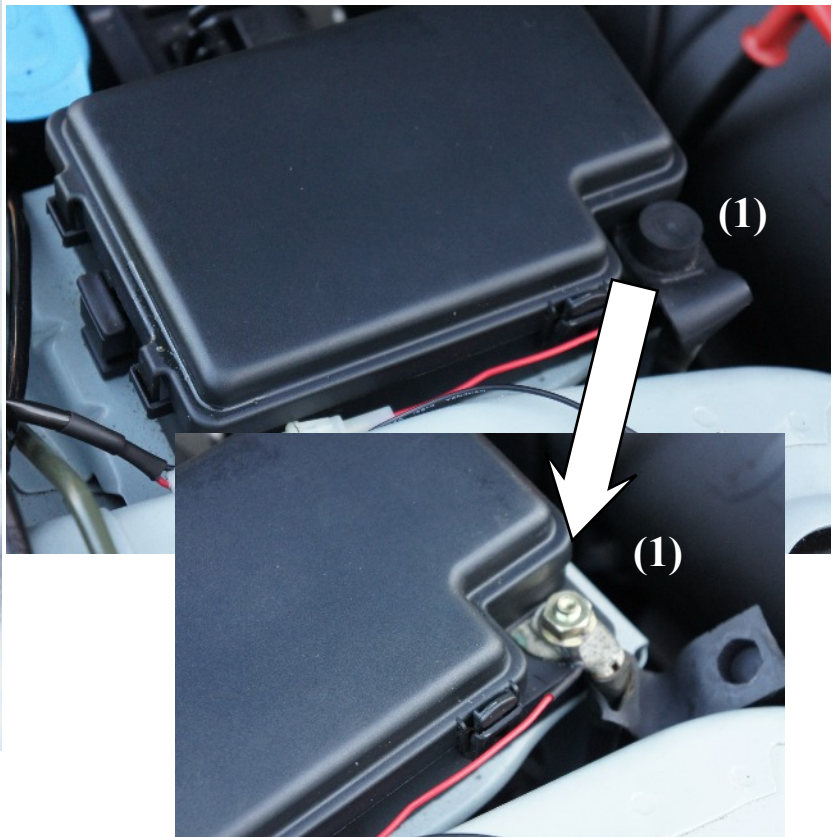


Feed the wire from both lights up along the inside area of the inner



nearside wing. On the inner nearside wing by the suspension leg there is an unused bracket on the XK8. The sensing module can be either bolted to this bracket or in this case, the use of an electrical tie will do the same job securing the module.

Once the module is secure, run the light cables to the connectors of the module and secure. There are three additional cables coming off the module, one red positive and one black negative feeds, both spaded, as well as an orange lead. The orange lead is to be connected to the nearside red lead which is housed in the connector for all nearside lights. The red positive lead from the LED module is to be connected to a main positive feed which supplies 12v current to an addition fuse box on the nearside of the car as shown in the picture below (Fig 1).

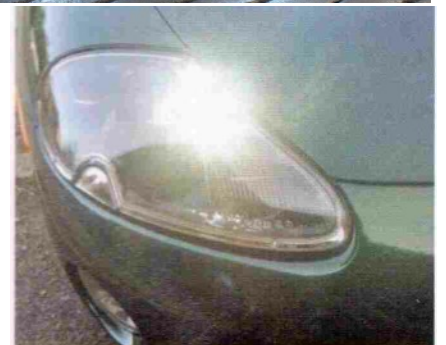


Then connect the black negative lead to one of the securing bolts for the suspension leg in order to get a good 'earth'.



Once connected up, the Hella Daylight Running Lights should now work.

Update: For those early XK8/R's a new product is now available on the market from **The Better Car Lighting Company** at www.bettercarlighting.co.uk. The standard sidelight bulb is replaced with a special high-powered LED DRL bulb and is supplied with a pre-made harness. Just three connections are required. Relayed controlled, the lights come on when the ignition is switched on and is compatible with the XK8 bulb monitoring system and will not cause a fault code. The kit costs £119:99 + VAT.



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