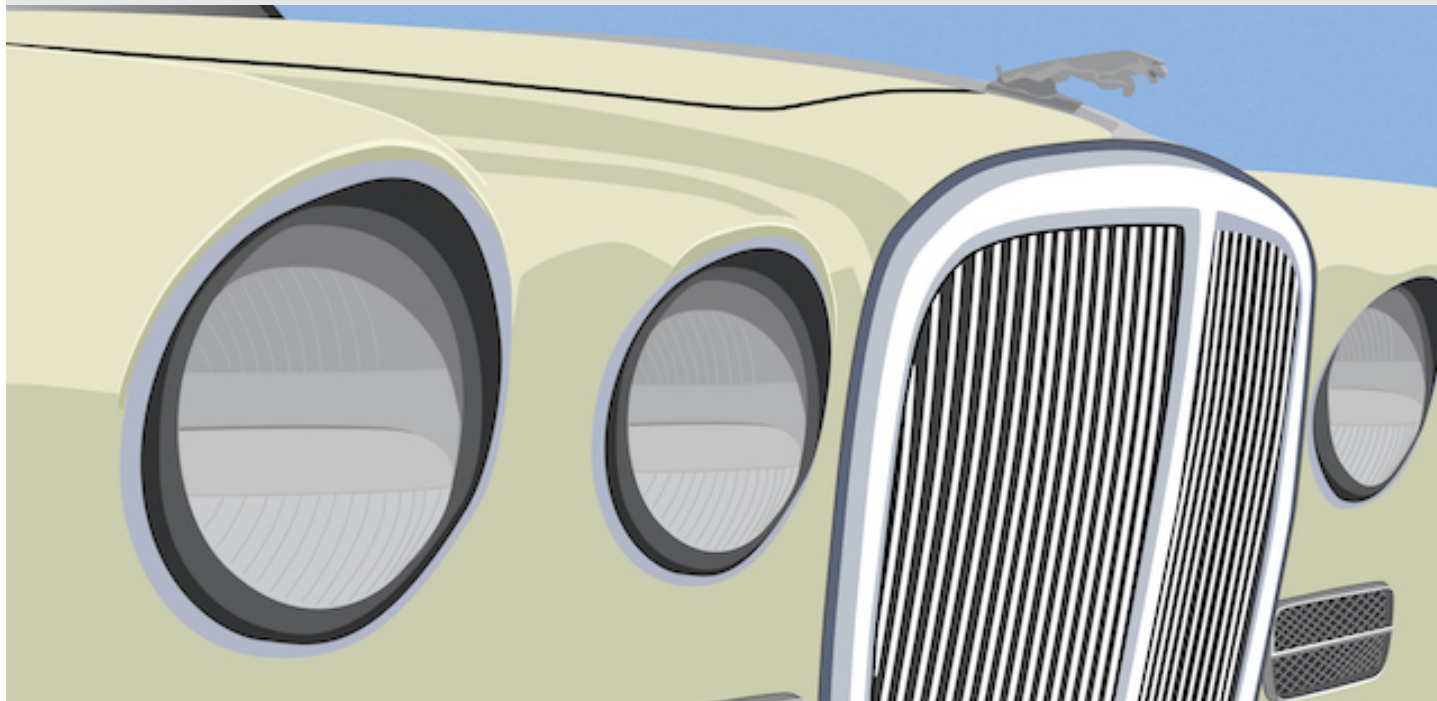


Essex Thameside News

Nº 158, June 2020



8.00 p.m., first Tuesday of every month. Langdon Hills Golf Club, Lower Dunton Road, Bulphan, Essex RM14 3TY



Chairman's message

Welcome Essex Thameside members to our latest newsletter. Everyone's lives are still largely being affected by the challenging times caused by Covid-19 but, as I write this, things are improving. Our NHS has performed amazingly, and has coped with the pandemic. The number of cases is dropping on a daily basis. It certainly looks as if we have turned the corner, and some of the restrictions we have been under are now being

relaxed by the Government. However it will be a fair time before life returns to normality or at least something close to it. The JEC has asked us not to drive in groups or convoys at this time and to remember that, as a club, we are all ambassadors for the classic car scene as a whole.

We have been fortunate to have another month of good weather. As we are now able to drive around more freely, I have re-taxed my XJ8 and can take pleasure in driving a Jaguar again. I can't wait for the time we are able to attend shows etc. but, at this time, we are unable to say when we will be able to resume our monthly club meetings or attend any events. The next 'arranged' national JEC event is the Summer Jaguar Festival which

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has been rescheduled for 21-23 August; we will have to wait and see whether it is possible for this event to take place. I know that several of our members have been busy doing maintenance, repairs and improvements on their Jaguars. You will find some members' articles in this and future monthly newsletters.

If you are not already doing so, please take a look at our main JEC website at www.jec.org.uk. You will find a lot of information on the website. The JEC also have a Virtual Jaguar Festival Show Field (<https://jecpodcast.co.uk/virtualshowfield>). Here, if you wish, you can post your favourite photo of your Jaguar with a brief description of the car and event. Of course, please don't forget to look at our region's website at www.jecessesthamside.co.uk

Around 12 of our members purchased a 'Stay Home Rally Plate', and photographed their cars at home with the plate. The profit from the plates are being given by the plate makers Dragonfly to NHS charities. You can see the photos of the cars at our region's Facebook group and in this newsletter. Our Facebook group now has 23 members; if you would like to join us, please let me know and we will add you.

Once we are allowed to undertake events in some format or other, we will arrange as many such events as we can. Meantime, I hope you enjoy our newsletter, and driving your Jaguars whenever the opportunity arises.

Graham Cook

Answers to last month's quizzes

Car Quiz: 1) Chevrolet Corvette C1, c1959 2) Citroen DS23, c1975 3) Cadillac Sedan de Ville series 62, c1956 4) Alfa Romeo 4C, c2014 5) Vauxhall Victor FA series 2, c 1959 6) Ford Cortina MkIII, c1976 7) Vauxhall 14 Light Six c1936 8) Porsche 914, c1975 9) Mercedes-Benz SL R107, c1985 10) Lamborghini Espada, c1971 11) Ford RS 200, c1987 12) Ford Thunderbird Mk3, c1962 13) Vauxhall Astra GTE 16v Mk2, c1991 14) Wolseley 1500 series 3, c1961 15) HMC replica of an Austin Healey (note the different badge and flared wheel arches) 16) Replica of a Ford GT40

Before they were famous: 1) Josef Stalin 2) Winona Ryder 3) Tony Curtis 4) Katharine Hepburn 5) Al Pacino 6) Lionel Richie 7) Lewis Hamilton 8) Cary Grant 9) Madonna 10) Robin Williams 11) Victoria Beckham 12) Roger Moore

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Forthcoming events in 2020 (unconfirmed)

COVID-19 update: all events prior to August 2020 have been cancelled. The following events are unconfirmed and may also be subject to change or cancellation.

<u>Date</u>	<u>Time</u>	<u>Event details</u>
Tuesday 4 August	20.00	Club night meeting, Langdon Hills Country & Golf Club
Sunday 16 August	-	Classic Car Show at RHS Garden, Hyde Hall, Rettendon Common, CM3 8ET
Fri 21 to Sun 23 Aug	-	National JEC Summer Jaguar Festival, Newby Hall, Ripon, N Yorks, HG4 5JA. https://events.jec.org.uk/events/festival (new date)
Monday 31 August	12.00	JEC Essex Thameside fun run to Burnham-on-Crouch Quay Day
Tuesday 1 September	20.00	Club night meeting, Langdon Hills Country & Golf Club
Fri 4 to Mon 7 September	-	JEC Essex Thameside Peak District Tour to the Makeney Hall Hotel
Tuesday 6 October	20.00	Club night meeting, Langdon Hills Country & Golf Club
Sunday 18 October	-	<i>[International Jaguar Spares Day, Stoneleigh Park, Warwickshire CV8 2LZ]</i>
Tuesday 3 November	20.00	Club night meeting, Langdon Hills Country & Golf Club
Saturday 21 November	19.00	Dinner Dance, Ipswich Hotel, Old Langford Road, Copdock, Ipswich IP8 3JD
Tuesday 1 December	20.00	Christmas meeting with quiz and special raffle, Langdon Hills Country & Golf Club

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A 30-year restoration project

Colin Cooper's mechanical adventures from boyhood and barely able to lift a spanner, to now when he can just about wield a spanner.

Let me start at the beginning of my mechanical adventures. Like most small boys I have always been interested in making and repairing things. I liked taking things apart, but I didn't always manage to get them together and working again. You learn by your mistakes and I have made many.



When I was about 12 years old in the 1950s, I made the usual go-cart. Two large pram wheels at the back, two small ones at the front, and steered by a piece of sash

cord. Mine was special, though, because it had two seats and a fairing on the front to reduce drag.

I gave my sister a ride on its trial run. Gaining speed going down our local hill, all was well as we approached the T junction. I intended to turn the 90-degree corner on two wheels, but then disaster struck. The anti-drag fairing fouled the steering bar, so both my sister and I ended up in the middle of the main road. Luckily, the local estate agent passing in his Austin 10 just managed to stop in time, otherwise my sister and I would have been no more.

Moving on to another venture in the early 1960s, I was now 17 and getting more adventurous.

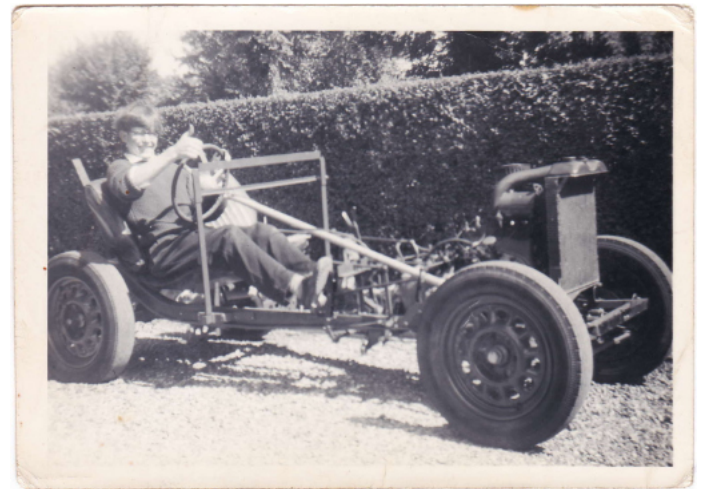
In 1964 I bought an Austin Big Seven for £15. It was a wreck, but I decided to build a sports car body on the chassis and get it roadworthy. In the early stages, Mr Hill of 21 Barking Road kindly let me work on it in his front garden.



I remember hacking off the old body with an axe to expose the chassis. I decided to fabricate a frame for the body by drilling, cutting and bolting the angle irons from an old bedstead to the chassis. Another mistake; bedstead irons are very hard. An electric drill was far too expensive on my wages of £3-5-0d per week; I only had a small breast drill and hundreds of blunt 1/4-inch bits.

However, I managed it and then bolted timber battens to the iron and screwed four 8ft x 4ft sheets of aluminium to the battens with round-head brass screws; I had the body completed.

I got an old steering wheel and column from a BSA



sports car which was longer than the original Austin column and allowed me to position the driving seat further back, nearer to the rear of the car.

As regards the engine, cleaning the plugs seemed to be enough to make it go. It was a great day when the Ministry of Transport man came to visit (this was before MOT tests) and told me that I could take it on to the road.

It turned out to be horrible to drive, so I sold it to my cousin for £10 who then sold it on. I never laid eyes on it again. Was this a mistake? Perhaps, but I learned a great deal.



This was followed by motorbikes, a Bond three-wheeler, a Frogeye Sprite, getting married and three children, and driving the firm's Mini van for thirty-five years before finally obtaining a Jaguar.

I had first been drawn to Jaguar cars when being driven in my Uncle Geoff's Mk IX and again later, when he owned a Mk X. In 1985 I saw an advert in the Classic Car Magazine for XSC 88, a manual Mk 2 in black with red upholstery, my favourite colour combination. This particular car was being offered by Riverside Classic Automobiles in Bury St Edmunds. My son Paul and I travelled up one Wednesday evening to view the car. After seeing it, kicking the odd tyre and taking a small test drive, I purchased the car for £3,000.

The following weekend we collected the car to drive it back to Southend. Somewhere near Rochford, as we were nearly home I asked my wife if she would like to drive. She took the wheel and was driving along Manners Way as a bus came towards us. There was not enough room for both vehicles to pass, so Sue started to slow down and brake. Unfortunately, the offside front brake was more efficient than the nearside front brake, with the alarming effect of causing the car to veer right towards the bus and necessitating a rapid correction of the steering.

It was the first and last time that Sue ever drove that car.

I had that car for some years. I enjoyed repairing and driving it to shows, enabling it to be used for friends' weddings and the annual family holiday and outings. However, in 1988 I saw an advert in the local paper for an automatic MK 2 and it gave me an idea for my next project; convinced that my wife Sue was missing out on all the enjoyment, I started looking for an automatic Mk2 to buy and restore, so that we could both share in experiencing the Jaguar thrill. Luckily, Sue accepted my lame excuse.

In August 1988 I decided to view a Mk 2 automatic available locally. I arranged an inspection and unearthed what is now commonly called a "barn find" (a.k.a. 'money

pit') in a lock-up garage behind Thorpe Bay Broadway. Stuart Dunn, the owner, wanted £500 for the car; I offered £300, then left my phone number and walked away. Later that evening, Mr Dunn left a message to say that he

would accept £300.



What had I done? I now had two Mk 2s, at least until the late 1990s when XSC 88, my first Mk 2, had to be sold on. The car, along with one of its new owners, has featured many times

in the Jaguar Enthusiast's magazine and one day we may meet up at one of the car shows.

It turned out to be a 30-year project to restore UOO 874, with plenty of mistakes along the way:

1988 – Took off the head

1989 – Restored and tested the head

1990 – Removed and restored the front sub frame

1992 – Removed the 3.4-litre engine

1993 – Rebuilt the engine. Mistake number one, storing a rebuilt engine for twenty five years!

1995 – Started on the bodywork. The sills and door bottoms were all rusted out; every metal body section from the ground to about 12 inches up was cut out and new metal sections were let in, fitted, welded, lead loaded and filled ready for re-spraying. The rear suffered from "Jag sag", so new rear springs and hangers were fitted.



2000's – I continued with the front sub frame, rebuilding it with new coil springs, dampers, track rod ends, bushes and painted it ready for refitting. Sound secondhand doors and boot lid were purchased and repairs to bottom edges were made. Many hours were spent lead loading the sills to gain fair fit to door shuts. I then removed the existing Webasto sun roof and sourced a secondhand roof section from a breakers yard. Cutting, fitting into the



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primer coat; this was then removed, stripping back to bare metal when it was at the paint shop. It was then prepared, filled and finally sprayed with the original Jaguar colour Opalescent Dark Green.

2016 – Now back at my workshop and being fitted out, with new headlamps, side lights etc. The windscreen and back screen were fitted by specialists – do not try fitting these yourselves! My son Paul and I installed a new headlining and sun visors.

2017 – We refitted the repaired and treated leather seats and got the car ready for a first test drive. Doug Warren from the Essex Thameside region came to inspect the car so that we could get the original registration number back. I fitted new number plates and we were insured, taxed and ready to go.

As the 5 speed Getrag gearbox had no take-off for a mechanical speedo drive, my son Paul adapted the original speedo head by fitting a digital speedo to the rear of the dial and recalibrated it to match existing ratios.

2018 – First test runs and the start of finding many small items that needed attention. The main one was a vibration on the prop shaft that has now been resolved after many hours adjusting it with two jubilee clips and finally welding a 54gram weight to the shaft.

The car has now been to three car shows and I am very pleased with the end result.

Thank you all who helped and thank you for your patience in reading this.

On the following page, you will find Colin's tips for restoring a Jaguar Mk 2, based on personal experience from this project.

Colin and Paul Cooper

roof section, welding and filling ready for spraying preparations caused lots of fun!

2011 – I sourced and fitted a 5-speed gear box with a new cross member mounting made by my son, Paul.

Next was the back axle. This was sent off to Newwood Transmissions Ltd for overhaul and then refitted with new brake discs, pads, pipes and cylinders. New torque arms and bushes were also fitted, then all was painted and re-fitted. A new wiring loom was installed in the car and ancillaries were refitted in the engine bay.

2013 – A big day when the restored engine was refitted with help from Paul.

2014 – Another year before the engine was run up in situ.

2015 – Yet another year and the car is getting ready to be transported to the spray shop for painting. The repaired bodywork was temporarily protected with a



Colin's tips

Don't rebuild the engine until the bodywork has been completed so that the engine is not standing idle for 28 years.

Don't prepare, re-spray the engine bay, fit the ancillaries and engine before you have prepared and re-sprayed the rest of the car; sanding dust gets everywhere.

Use plenty of protection around the paintwork when fitting body trim and fittings; re-spraying areas and touching in is expensive.

Keep a detailed list of spares you acquire and keep them stored so that you can find them easily; it saves unnecessarily buying an extra centre console and two sets of head lamps and bowls when you only need one.

Make sure you do your homework on spare items before bidding on eBay; it could save you buying the wrong centre console, for a manual gearbox, the wrong heater valve, and a universal joint for wrong type of prop shaft.

Make sure that you don't mix up your bumper over-riders; the front ones are not handed but the rear ones are.

Make sure that the B posts are in the right position before fitting the top door frames, headlining and internal trim. The positioning from new was not that accurate.

Be careful in fitting the doors and door caps to avoid damaging the door rubbers.

Don't try re-gluing the Rexene with Evostick contact adhesive when refitting door cards, as it reacts with the material and bubbles up. The only way to rectify this mistake is to remove the adhesive when it is dry and try and stretch it back into place with a heat gun. If this does not work you will have to buy a new door card which will probably not match the others.

Make sure that the indicator lever cancellation device works before refitting the steering cowl.

Do mount the stripped body on a swivel frame if you have the room, so that welding in panels to the underneath is easier and more enjoyable. Welding upside down with a MIG welder tends to get sparks down your shirt sleeve.

Take time to locate steel bolts carefully

into alloy castings, so as to not ruin the threads.


Test any bought electrical items before fitting. I ended up with five faulty voltage regulators, all supplied by well-known Jaguar Spares suppliers.

Don't pack sound deadening material in behind dash board so that the scuttle mechanism doesn't work.

Don't put up with remanufactured parts from well known Jaguar spares suppliers that simply don't fit, such as three carburettor fuel link pipes or fuel tank drain plugs.

Take time to research the abilities of professional firms, such as those for chromium plating, paint spraying, and prop shaft balancing, as their work does not always come up to an acceptable standard.

Colin and Paul Cooper







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Distraction during lockdown

As if I didn't already spend enough time in front of a computer screen, both at work and at home, this lockdown has made things worse. Typically, around half of my working day is researching and writing reports and papers, but at least the other half was talking to people in meetings and conferences. However, over the last nine weeks all meetings have been by Zoom videoconferencing, so now I spend the whole day staring at a computer screen. It's exhausting.

If the meeting is dull, I need a little distraction. Ideally something that I can use on my screen at the same time as videoconferencing: something subtle enough to avoid being too noticeable in the middle of a business meeting; something silent; something that doesn't need concentration, just the occasional glance. So, no role-playing video games. I recently discovered a small gem.

What3Words is the name of a free app that you can install on your PC and phone. It has an entirely serious purpose and is, in fact, incredibly useful as a highly accurate navigation aid. Used by the police and emergency services, the app can be used to direct someone to a precise location anywhere in the world.

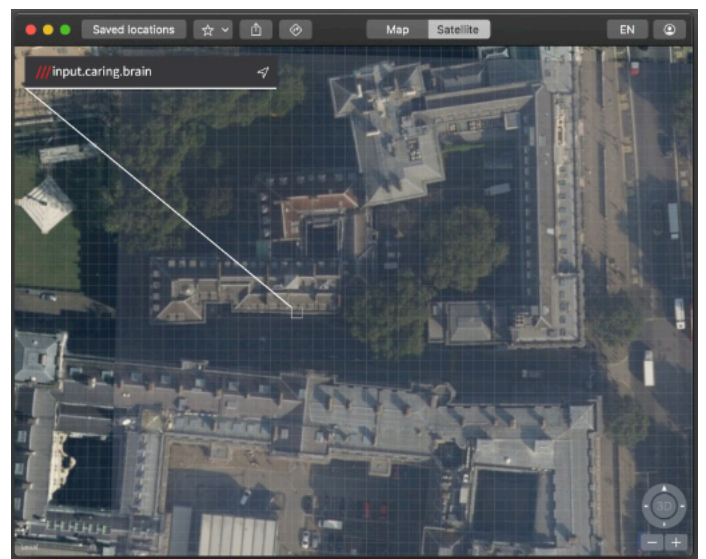
The application uses a grid to cover the whole world from Chelmsford to China, from Dagenham to Dar-es-Salaam. Every square in the grid measures 10 feet by 10 feet and has a unique reference of just three (English) words. You wouldn't think it possible, but it does work, and works incredibly well. Three words are so much easier to communicate and remember. For example, "releasing newlywed hotspots" could take you to the exact spot, within just a couple of feet, where we pitched our shelter at the last Maldon car show. And I'm sure you would agree that "releasing newlywed hotspots" is certainly more memorable as a direction than 51.725366 0.689619, the longitude and latitude coordinates for the same spot.

So, an incredibly useful app; imagine how easy it is to use a sat nav to get to the right general area, then What3Words for the exact spot such as an obscure driveway entrance on a country road.

But why have I found it an entertaining distraction? Well, the combination of words can lead to some amusing results. For instance, I imagined that my car might have developed some problems after being laid up for months through the winter and this lockdown period, but I need not have worried; the precise spot in my garage where it is parked is reassuringly "wrong fault certified".

Another Suffolk SS100-owning friend in Oxfordshire has a much larger garage which has some interesting sections; if he is not put off by the "irritable conga alarm" he can sustain himself with a "curry buggy lunch" and face a "newer depravity challenge". That sounds a much more interesting party than I usually get invited to!

My mother's garden is clearly a green area that's ecologically beneficial and having much more impact on the environment than all the politicians in the USA; her fig tree is "amending global spaces" whereas the heart of the US Capitol building in Washington just "stays same really".



Presumably the words were all selected randomly, but some references do make me wonder; "legend sorry brain" is part of the Oval Office and seems very relevant for Donald Trump. And could we ask for anything more appropriate to the famous door at the entrance to 10 Downing Street than "input caring brain"?

Finally, yes "distraction during lockdown" does refer to a place, at the top of a lonely mountain in the Arizona desert miles from anywhere in the region of the Grand Canyon. How apt, that's real social distancing!

Have a look; you don't know what you're missing.

Richard Gibby

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Doug Warren's XJ8 3.2 litre

Back in October 2018, I was offered a 1999 Jaguar XJ8 3.2L V8 for £300.

The car had been purchased for scrap as a new alternator, battery and MOT was required. Jaguar franchisees charged over £700 for a new alternator, plus fitting which in total with a battery would have cost the owner nearly £1,000. The owner didn't want the expense so decided to sell it to a garage as scrap. Fortunately, one of the technicians purchased it, with the intention of undertaking the repairs himself and putting the car back on the road. However, as he had a number of other projects, he later decided to sell the car on, which is where I came in.



scrapes which had been touched up badly. Under the front wings and at the bottom of the offside wing, rust

The car had no history but appeared to have a very low 57,556 miles. The bodywork had a number of issues, particularly on every corner of the bumpers. Also, some of the bodywork had

had taken hold.

However, most of the bodywork issues were just cosmetic and a full overspray should sort them out. Most of the rust issues could be cut out and repaired with fresh metal.

Having access to a car ramp, I was able to look over the car to see what else needed attention. I noted down a list of jobs and, over the following three months, I began to carry out the work myself.

The first job was to get the car running. The alternator issue was easily resolved by obtaining a replacement at £150 from SNG Barratts. It turned out to be a Denso unit, which was the same as fitted to the XJ8. While at it, I replaced the drive belt too for £23.60. A battery was purchased from Halfords for £132 with a five year guarantee. This got the car running.

Other works on my list were more for my personal peace of mind, plus some items that should be attended to eventually but didn't really need immediate action before running the car for a few years. However, I wanted to bring the car back to life and keep it for myself.

On closer inspection of the mileage records via the DVLA website I discovered that, from 2005 to 2010, the car had been MOT'd each year but had only covered 19,000 miles, and then from 2010 to 2018 just 258 miles. Having contacted the previous elderly owner of the car from 2010, he admitted he only took it out for the MOT and occasional very short runs.



On my list of jobs was a full major service including replacing the air and petrol filters, gearbox and engine oil drained and replaced, new set of spark plugs, replacing brake fluid and brake pads (discs were OK) and replacing the single wiper blade.

The air conditioning unit was re-gassed. There was evidence of the water pump leaking too, so this was replaced along with the thermostat. One of the rear suspension bump stops was missing so both sides were replaced. On replacing the brake pads and draining the brake fluid, the brake nipples broke so both front calipers were replaced. One of the front inner tie rods needed

replacing too. Fortunately, I was able to obtain this part from Germany as at the time, neither the independent Jaguar suppliers or Jaguar sell this item separately from the whole steering rack & pinion.



When replacing the fuel filter, the fuel line sprung a leak, which necessitated a replacement fuel line. Again, this part isn't available via either Jaguar Classics or any of the independent Jaguar parts suppliers. It was suggested by some that I might get one made up by a

local hose and pipe supplier. Fortunately, I made contact with Auto Jag just when an XJ8 had arrived to be dismantled. The fuel line on this was perfect so this was purchased and fitted.

I had the car body issues dealt with and welded, and the car 'over' sprayed. As with most Jaguar models, the headlining had started to sag, so this too was addressed.

As with any car, there are always little jobs to do. Recent improvements included replacing all the seats, door cards and steering wheel from a scrapped, lower-mileage XJ8 Executive which I obtained for just £400. One thing to note was that the wiring in the XJ8 is the same as any other model variation. That meant that when fitting the seats from the XJ8 Executive, which are heated, the wiring is already in place and can be operational as soon as it is plugged in. A bonus!

The car is a dream to drive and I have enjoyed the journey to get the car back to an excellent standard. I have ended up spending more than the car is worth, but at the end of the day, I have ensured that this 21 year-old car will survive for another 20 years or more.

Doug Warren

XK8 New front discs and Daytime Running Lights upgrade

Russell Smedley continues from last month's article on changing the rear brake discs on his XK8.

After changing the rear discs on my XK8 I thought I may as well do the fronts. It couldn't be any harder, right? Wrong.

The first challenge, after getting new discs and painting the rim areas where the pads don't touch in order to keep them from going rusty, was to get the wheels off.



It must be years since the wheels last came off as they were well and truly stuck, plus the nuts had been done up by a gorilla. The answer was a pry bar again, but unfortunately I tried from the front.

When, after a few attempts, the pry bar slipped, it was goodbye to the ABS wire and earth wire. The caliper bolts were also extremely tight; the breaker bar that I used even bent like a banana. Luckily I had an older, stronger one.



cleaning up for me.

Turning the steering and getting to a pry point from the back did the trick eventually. Again, the discs were quite corroded but, much banging and cursing later, they came off; I had learned from doing the back discs. The caliper carrier had seen better days. The people at British car parts supplied new carriers, discs and pads at a very good price, so less

It all went back together OK. Then I had to take the ABS sensor to bits and extend the wires to re-solder them in place. The same went for the earth wire. I guess that, as the subframe is rubber mounted, you need a decent earth point for the hub assembly.

The other job whilst there was some minor welding on the front lip of the sill. There is an area below the wheel arch liner which is perfect for catching mud and water etc., so this area on the right hand side was in need of some minor repair.





I had a MIG welder which I had not used for years; I had got rid of the gas bottle years ago, as it was costing a fortune to rent. So, I used some gas-free welding wire. I find this is more inclined to splatter than using gas but, as the pictures show, it did the job.

I found that one side of the wheel arch is different to the other and the right hand side has a big amount of sealant over a cavity. I dug out the old sealant and replaced it with Tiger Seal. This is wonderful stuff which sticks like you know what to a blanket and stays flexible. You can use it as a glue as well as a sealant.



Once all was repaired, I used POR15 paint and Dinitrol wax all over the inner arch which should protect it for years to come. Dinitrol is good for surface covering and for squirting down cavities. Also, there are a few rubber bungs that you can remove to do this job once the wheel arch liner is removed.

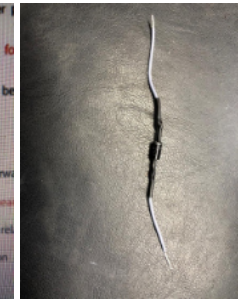
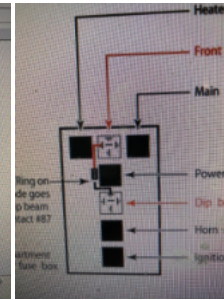
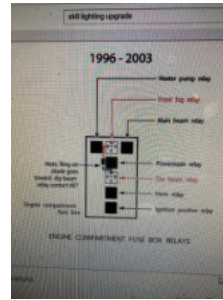
I still found extra areas that needed POR15 under the car while I was there. It is worth looking at the extra flap of metal which is on all XK8s behind the front wheel, either side and near the sill. It's left over from the manufacturing jigs and a carry-over from the XJS, I believe. Both



of mine needed resealing and one side was worse, where water had got under the skin of underseal. Again de-rust, POR15, wax and then seal up so that no

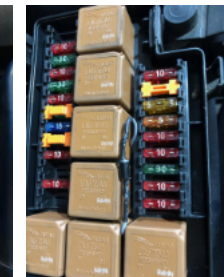
more muck can get in.

That was the brakes done. Don't forget to remove excess brake fluid when you push back the pistons to



aid fitting new pads...oops!

Getting daytime running lights for an XK8 or similar for pence (well, for a couple of quid) was not too difficult. There is a wonderful series on YouTube called 'To the garage' with videos on the XK8. In one of these, there



was a link to a light upgrade for our cars.

One easy fix is to get the fog lights, which are standard, to come on as daytime running lights.

This is easy to do with one diode (see pics). All you have to do is remove the lid to the under bonnet fuse and relay box and the correct 2 relays: one is the fog light and one is the dip headlight. You then push in the diode between these two relays in the right tang position and it gets trapped when you push the relays back in place. This has the effect of turning on the fog lights with ignition and when you want your headlights on, the fogs switch off, just like daytime running lights. This works with high beam and low beam, as the low beam stays on when you switch to high.

If you want the fogs on with the headlights, this works as normal by pressing the dash button.

The only thing you will notice is that the fog light indicator is on when driving at all times until the headlight goes on. The diodes I got from Amazon in a pack of 10. I just needed to solder an extra wire on each end and some heat-shrink sleeve for protection. This was a 5-minute job. See the pics for the position and orientation of the diode; this is important, as the current can only go one way in a diode. It's a 3 amp-rated diode, which is way more than the load at the relay; the relay takes the current and the diode is just telling the relay to switch on.



Next month, more on leather care and recolouring, plus interior LEDs.

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Quiz: Name the Make and Model



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5



Figure 6



Figure 7



Figure 8



Figure 9



Figure 10



Figure 11



Figure 12



Figure 13



Figure 14



Figure 15



Figure 16

Good Luck. Answers in next month's Newsletter.

Supporting the NHS: Stay Home rally plates



Thanks to (top left to bottom right):

Steve Wade, Gary Mitchell (420G), Sean Landy, Steve Potter, Gary Mitchell (MkIV), Lester Magness, Steve Perryman, Graham Cook and Chris White.

Do send us your pictures if you too have been participating in the StayHome Rally!

BEFORE THEY WERE FAMOUS

Who did these youngsters grow up to be?
(Answers will be revealed after the raffle)

1



2



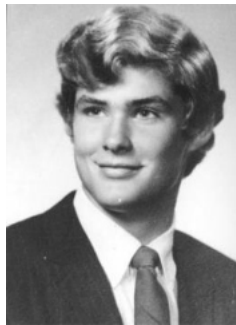
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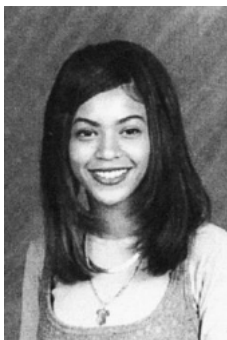
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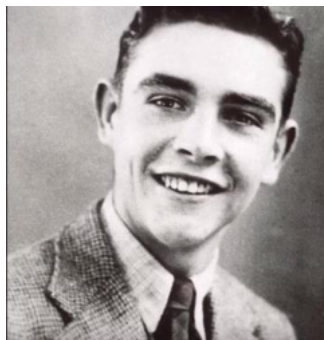
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10



11



12



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