

Jaguar Enthusiasts' Club

ESSEX THAMESIDE REGION

"SHARING THE PASSION"



SEPT 2013
ISSUE 77

www.jecessexthameside.co.uk



JEC ESSEX THAMESIDE REGION DINNER DANCE SAT NOV. 9th 2013

CHAIRMAN'S MESSAGE

Hi All,

As we near the end of the season, we have a few shows yet to attend. Battlesbridge will be at the end of this month and space is limited. A draw will take place on the September club night to allocate spaces for those that wish to attend.

As you read this newsletter, a number of members will have already attended the Chatham Docks Tour in company with the XKE Club. I hope to report on this next month.

One event that I'd like to remind you about is our annual dinner dance at Langdon Hills Golf Club on Saturday 9 November. We changed the event from February to November in the hope that this would attract more members to join in. I hope more of you will have this in your diaries this year. Please could I ask you to drop Mary and Geoff Monk an e-mail as soon as possible to indicate your intention to attend. You can e-mail them at bmcycles@hotmail.co.uk. If you don't have access to e-mail then please give them a call (see page 2 for their number).

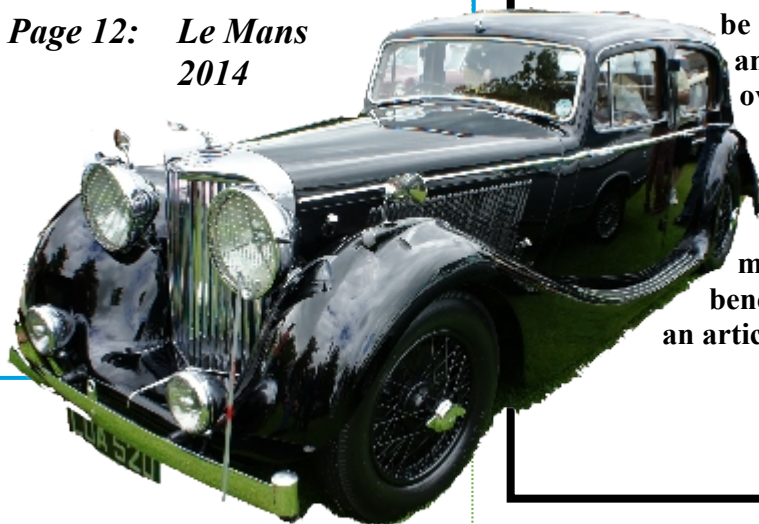
As you may be aware we have struggled to meet the minimum number of guests required the past couple of years. I hope that November will be a better month for everyone and that the dinner / dance continues to be a successful occasion. Rooms at Langdon Hills Golf and Country Club are available should you wish to stay over, from £67:00 a room.

Finally, I am always looking for members' participation in submitting articles for the newsletter. If any member has news or as has happened this month, a personal recommendation for a trade to the benefit of other members, please let me know. Pictures and an article up to 500 words would be appreciated.

Doug Warren - Chairman & Editor

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2012/13 Committee

The following Members have been elected/re-elected as your Committee for the forthcoming year,

Chairman/Editor Doug Warren
01245 261810

Vice Chairman/
Secretary: Mary Monk
01277 374030

Treasurer: Richard Gibby
rwgibby@gmail.com

Membership/
Secretary: Carrol & Steve Perryman
carrol1306@btinternet.com

Social Events
Organiser : Geoff Monk
01277 374030

Webmaster: Ian Antrobus
01708 556620

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*

**JEC ESSEX THAMESIDE REGION
ANNUAL DINNER DANCE
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Festival of Classic and Sports Cars - Helmingham Hall

Another fine show at Helmingham Hall was had by all members that attended on Sunday 4 August. We had 15 Jaguars on display and we had the weather too, which brought out over 5,000 visitors according to the organisers. There were various clubs in attendance, as well as food stalls and a few trade stands, as well as the individual classics brought along by members of the public. There were dancers, bagpipe players and “runs” up the long driveway which leads from the road to the main house. Specific cars were singled out to demonstrate their power along this road. Commentary was given throughout these proceedings which talked about the car and its history with the owner, before being spirited away along the straight road to the entrance gates. Although it was not within our area, and as such, we were unable to attract any new members, it was something different and was nice to get out further afield to ‘stretch’ our Jaguars.



JEC Essex Thameside Region members parked up at Helmingham

ESSEX THAMESIDE REGION DINNER DANCE SAT. NOV. 9th 2013



REGIONAL EVENTS /OTHER EVENTS

MONTH	DAY	DATE	LOCATION
SEPT	TUES	3rd	Club night - Langdon Hills Golf & Country Club CARLTON ROOM GROUND FLOOR
SEPT	SAT	7th	BREAKFAST MEETING AT THE HARE, ROXWELL The penultimate meeting of exotica, classics and unusual cars at the monthly breakfast meeting. Coffee and Danish pastries laid on free. Breakfast's available at normal prices.
SEPT	SUN	29th	27th Annual Grand Motorbilia Day 2013 The annual Battlesbridge show - the last of the season - will be well attended. Early requests for a pass is recommended. £4:00 for car, driver and passenger. All requests to Doug Warren. <i>Payment in advance is no guarantee due to limited space.</i>
OCT	TUES	8th	Club night - Langdon Hills Golf & Country Club
OCT	SAT	5th	BREAKFAST MEETING AT THE HARE, ROXWELL Final meeting of exotica, classics and unusual cars at the monthly breakfast meeting. Coffee and Danish pastries laid on free. Breakfast's available at normal prices. Last chance this year to meet up at this well attended venue.
NOV	TUES	5th	Club night - Langdon Hills Golf & Country Club
NOV	SAT	9th	ANNUAL JEC ESSEX THAMESIDE REGION DINNER DANCE Our annual dinner dance has been brought forward to enable more to attend. Purchase your tickets from Geoff & Mary Monk. See application form in newsletter. Why not stay over and book a room at the Langdon Hills Golf and Country Club by calling 01268 548444 or e-mail; info@golflangdon.co.uk.
DEC	TUES	3rd	Club night - Langdon Hills Golf & Country Club

NATIONAL EVENTS

SEPT	SUN	1st	JEC SOUTHERN DAY - Littlecote, Near Hungerford, Berkshire See details at this web site: www.jec.org.uk/events
SEPT	SAT/ SUN	7 th /8 th	BEAULIEU AUTOJUMBLE Beaulieu's most famous motoring event, the International Autojumble is the biggest outdoor sale of motoring items this side of the Atlantic. Over 2,000 trade stands! "if you can't find it at Beaulieu, it doesn't exist!" http://www.beaulieu.co.uk/beaulieu-events/international-autojumble Entry price £12:30 inc. Entry to museum, house and gardens.
OCT	SUN	27th	SILVERSTONE NOVICE TRACK DAY Silverstone are offering a golden opportunity to experience some cheap track time in the company of other novices under carefully controlled conditions at this world-famous circuit. This is a chance to go a little quicker in your road Jaguars, opportunities so rare nowadays. 30 minutes on track for just £39 on the National Circuit. Go to: www.silverstone.co.uk/track/track-club/
NOV	FRI-SUN	15 th - 17 th	CLASSIC CAR SHOW AT NEC BIRMINGHAM Obtain tickets on line at; www.necclassicmotorshow.com/tickets.php

ESSEX THAMESIDE REGION DINNER DANCE SAT. NOV. 9th 2013

Quentin Willson on the Jaguar 420



Have you seen how much Jaguar 420's are making? Nice ones are an easy £15k and minters will soon be in the £20 grand league. However, this shouldn't surprise us because the stop-gap Jag (Sir William Lyons was treading water before the XJ6 Series 1 of 1969) has always been vastly underrated. More imposing than the S-type and quicker, thanks to that sweet spinning 4.2 lump, it was a smooth and brisk luxury five seater that really could handle.

There was a Daimler version too, badged as a Sovereign, but although it was identical apart from its fluted grille, it never felt as raffish as a Jaguar. I had a white E-Plate 420 with chrome wheels and ultra-rare green-tinted Sundym glass that looked a real peach. I think I paid £400, but remember it was good for an indicated 120mph - which emptied its twin fuel tanks in less than 50 miles. Many a time I was very grateful for the toggle switch on the dash that let you swap tanks on the move. I also remember a quaint Radiomobile aerial that you cranked up by hand using a little chrome winder under the dash.

The cabin was really lush: wide, pleated black leather seats that, if you didn't belt yourself up tightly, sent you sliding all over the place on the corners, desperately hanging on to the skinny bakelite wheel. There was the usual Jag forest of timber and heavy chrome detailing but the ergonomics were so perfect that you could rest your elbow on the drivers door capping while holding the steering wheel with two fingers with a fag gripped between them. Everything was beautifully detailed from the West of England cloth headlining to the twin fold-down armrest between the front seats and I felt like a bank manager. A last-of-the-line H-plater, it was like new and I should have locked it away. But the Sov' looked too established and I felt a fool hoofing it round with the fat Dunlop ER70s squealing in protest. There shouldn't have been a perceptible difference between the Jags and the Daimlers of that period - but they felt completely different cars. Who said badge engineering didn't work?

Today £15k price tag for a good 420 really isn't dear. Restoring one properly would cost five times that and its plush and distinctive ride for not much cash. Only 9000 left Browns Lane, which makes them the rarest of all Jaguar saloons. Avoid gold, light blue and willow green but dark blue, black and white look most imposing. Automatics waft better than the heavy manual 'box and if you find a low miler with history, you'll have a car that could be worth £25k five years from now.

If you're a certain age, buy a Sovereign. But if you want to feel like an East End gangster on the way from a bank job with a boot stuffed full of blue fivers, it has to be the 420 every time.



ESSEX THAMESIDE REGION DINNER DANCE SAT. NOV. 9th 2013

JAGUAR 'F' TYPE

"Coupe" 2014.

Having now had the F-Type Convertible on our roads since April/May this year, we now look forward to 2014 and the introduction of the F-Type Coupe. Obviously, how this will look and at what price it will be set up is yet to be announced. However, I think we have already seen the Coupe version in 2011. How come? Well look at the pictures to the right. Wouldn't you say they were the same car, one with a soft top the other as a coupe? The top car is in fact the Jaguar C-X16 concept car. I think we will find that this will end up being the F-Type Coupe. In the concept car, the back end section is a hatchback with a side opening door, similar to the E-Type Coupe of the 60's and 70's. Whether this remains in the final version is unlikely, due to possible complaints that access to the rear area being restricted, but personally, I would love to see it on the final version as it would be very 'retro' and remind us of the E-Type. Let just hope Jaguar gets the pricing right and that it is less than the current range F-Type Convertibles.



Air Conditioning 'Top Up'

A COUPLE OF MEMBERS RECOMMEND THE FOLLOWING GUY FOR AIR CONDITIONING TOP UPS.

Andy Munden wrote:

"I had the air con topped up the other day on my Jag. The man that did it was recommended by Russell Smedley and he did a first class job. He came out to me and did it at my home and all for £40. He said he can also do older cars that don't use the same gas as modern cars. His name is Bob and his number is 07702015454."

Lancaster Insurance
Classic Motor Show

Every year tens of thousands of visitors, from all over the world, gather for this annual homage to motoring history. Whether you are a classic car owner, collector, enthusiast, or if you simply love all kinds of cars, this really is a 'must do' show!

This 'Grand Finale' to the UK classic season celebrates all ages - the veteran, the vintage, the classic and the future classic, bringing together the whole motoring spectrum in this unique annual celebration of motoring.

The show also hosts the single biggest gathering of UK companies and traders in the market, offering every conceivable product and service to the classic car owner/enthusiast, plus some superb features that are totally unique. Get your tickets by going onto: <http://www.necclassicmotorshow.com/tickets.php>
Use Club Single Ticket Code 2013SC for a discount.

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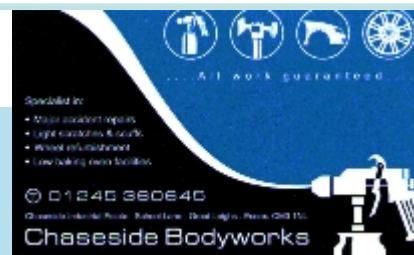
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SILVERSTONE NOVICE TRACK DAY

Ever fancied taking your car on the circuit but didn't know how or where to go? Our Track Taster Day gives you the opportunity to take part in one of our 30 minute taster sessions for only £39!

For newcomers to Track Days:

Our trained instructors will provide you with a full safety briefing and familiarisation laps before letting you loose onto the circuit. Remember there are no speed cameras in sight so relax and enjoy yourself!

To make your Track Taster session even more memorable, have one of our championship winning instructors sit in your car with you and offer guidance and advice for only £35 per session. To book this please contact Julie Hartfield by calling 0844 3728 235 or by email - subject to availability.

Please ensure you have read our T&C's / Driver Information prior to booking. Insurance - it should be noted that standard insurance will not cover track day driving. Please make your own arrangements for accident cover.

Novice Drivers:

For drivers who have never participated in an own car track day, at any circuit in the United Kingdom. Or have taken part in just 1 previous Silverstone Track Day Taster.

Intermediate Drivers:

Aimed at drivers who have taken part in a number of Track Days, whether at Silverstone or other circuits. Road cars only.

Taster Day Criteria

Test type: Sessioned

Car/Bike Your Car

Circuit: National

Noise limit: 102dB on a drive by

Information:

A maximum of 2 slots can be booked in advance – please leave a gap of at least 35 minutes between sessions. Additional slots can be booked on the day subject to availability.

Extras available on the full Silverstone Track Days such as free instruction on familiarisation laps and food vouchers, are not included on the Track Taster Day.

Please note you will be required to arrive at the venue at least 1 hour before your track time commences.

Helmets can be hired on the day for £10.

Track Taster Day Timetable

Time	Cost	Book	Class
09:00	£39	Book	Intermediate
09:35	£39	Book	Novice
10:10	£39	Book	Novice
10:45	£39	Book	Novice
11:20	£39	Book	Novice
11:55	£39	Book	Novice
13:35	£39	Book	Intermediate
14:10	£39	Book	Novice
14:45	£39	Book	Novice



The circuit reserves the right to: session any day, move any machine from one session to another or cancel any Track Day. We will endeavour to give as much notice as possible, but this cannot be guaranteed. **Go to:**

<http://www.silverstone.co.uk/track/track-club> for more information.

EVANS WATERLESS COOLANT

What is an Evans Waterless Coolant?

Evans Waterless Coolants are the ONLY 100% waterless automotive engine coolant available on the market. All Evans Waterless Coolants are a chemical blend that results in more efficient cooling due to a higher boiling point. The increased boiling point of the coolant eliminates the occurrence of boil over, cavitation, and detonation. Not only do Evans Waterless Coolants not boil over, they do not freeze. At extreme cold temperatures the coolants contract and become extremely thick, not becoming solid and expanding like antifreeze containing water. Because Evans Waterless Coolants do not contain water electrolysis and corrosion are also eliminated. Every Evans Waterless Coolant requires the entire cooling system to be drained (radiator, engine block and heater core) and re-filled 100% with one of the Evans Waterless Coolants. No need to add anything. Evans now has three different coolants to choose from depending on the application and use of your specific vehicle. Also available is a flush fluid for smaller engines without block drains.

This is a truly outstanding product that lasts a lifetime. Evans produce a range of waterless coolants for your vehicle, be it a Vintage, Classic or Performance car.

Evans Cool 180° range protects engine cooling systems from -40°C to 180°C.

The unique properties prevent many of the problems associated with waterbased coolants such as Corrosion and Overheating.

Benefits: No Water - No Overheating. Evans Cool 180° range has a boiling point of 180°C and will not boil over. No Water - No Corrosion. Water contains oxygen, oxygen allows corrosion. Evans Cool 180° range eliminates corrosion.

No Water - No Pressure.

Evans Cool 180° range allows your cooling system to run at a lower pressure, reducing the strain on engine components, especially hoses.

No Water - No Liner Pitting

Evans Cool 180° range generates significantly less pitting when compared with all water based coolants.

No Water - More BHP

Evans Cool 180° range eliminates premature detonation associated with overheating.



More Details

Evans Waterless Coolants completely replace the standard water and anti-freeze mix used in most cooling systems giving a vast amount of benefits. Being waterless the first advantages are obvious; Without water in the cooling system there is no longer any corrosion or lime scale build up prolonging the life of all the components as well as keeping the water ways and radiator unblocked meaning the cooling system remains efficient. Evans has an anti-freeze protection down to -40°C and a boiling point of 180°C. The much higher boiling point means that the overall system pressure is greatly reduced minimizing the strain on all of the components of your cooling system especially the water hoses. The high boiling point also increases the thermal efficiency of the coolant thus preventing hotspots from occurring. This reduces engine damage caused by pitting from localised boiling as well as stopping cavitation in the water pump. The higher thermal efficiency of the coolant means you can run the engine at a slightly higher temperature increasing both fuel economy and power as detonations due to overheating no longer occur. Evans is non-toxic and lasts a lifetime so reduces your servicing cost. In the event of an emergency, Evans is completely compatible with water and K-Seal and can be topped up if necessary although the coolant will need changing once the leak is fixed. Evans manufactures a range of products for Classic, Vintage and Performance cars as well as motorbikes, commercial vehicles and aeroplanes. Why invest a fortune on your engine rebuild and the oils that you put in it to keep it in good health and then use water from the tap to cool it??

No water, no problems! Sold in 5 litre containers

JAGUAR NEWS



JAGUAR XKR-S GT

- Jaguar to sell track-prepared, road ready XKR-S GT to UK customers
- Ten XKR-S GTs will be sold in UK, priced at £135,000.00 OTR
- Extreme performance XKR-S GT completes Nürburgring Nordschleife circuit in 7m40s – a new record for a road legal Jaguar car

IN DETAIL

(Whitley, Coventry, 31 July 2013) Jaguar today confirms it plans to sell 10 examples of the extreme performance XKR-S GT sports car to customers in the UK. Interest in the XKR-S GT has been intense since it was launched by Jaguar at the New York International Auto Show (NYIAS), then with sales limited to 30 units in the United States and Canada. Priced at £135,000 on-the-road, first deliveries to UK customers are planned for October 2013.

Since its debut presentation in New York, a prototype version of the Jaguar XKR-S GT has been undertaking rigorous test programmes on road and track in the UK and Germany. Supported by a team from Jaguar's Engineered To Order (ETO) division, the XKR-S GT recently completed a lap of the famous NürburgringNordschleife circuit in a remarkable 7 minutes and 40 seconds. This supercar-rivalling achievement makes the new XKR-S GT the fastest ever road-legal Jaguar at the Nordschleife track.

The XKR-S GT more recently made its public dynamic debut at Goodwood Festival of Speed. With six-time Olympic Champion Sir Chris Hoy behind the wheel, and flanked by the show-stopping Project 7 design study, XFR-S super saloon and XJR flagship Jaguar model, the XKR-S GT made a big impact on sports car fans at the UK's most high-profile annual automotive event.

Jaguar XKR-S GT: Technical and performance highlights

Powered by Jaguar's proven 550PS, 680Nm supercharged 5.0-litre V8 engine - driving through a six-speed transmission and active electronic differential - the XKR-S GT reaches 60mph in 3.9 seconds with an electronically limited top speed of 186mph.

Evolved from the successful XKR-S coupe, the XKR-S GT features bespoke aerodynamic components and suspension developments to increase downforce and optimise high-speed cornering ability. Through the addition of aerodynamic aids including a carbon-fibre front splitter, dive planes, extended wheelarch spats, an elevated rear wing, rear diffuser and an aluminium valance, the XKR-S GT achieves maximum downforce of 145kg.

Its carbon ceramic brake system - a first for a production Jaguar - features 398mm and 380mm discs front/rear gripped respectively by six- and four-piston monoblock calipers. The XKR-S GT uses a new development of front and rear suspension that includes a wider front track, increased camber, revised bushings, a new steering system and faster steering ratio, all developed upon learning gained from Jaguar's new F-TYPE two-seater sports car.

Height-adjustable and bespoke adaptive dampers feature a race-derived twin spring system and increased rates of 68% at the front and 25% at the rear.

1978 Jaguar XJC 4.2 Convertible by Lynx



The XJ series of motorcars became the mainstay of Jaguar cars since 1968 and, in fact, was the last motorcar to have any input by Sir William Lyons, its founder. After the series 1 and 2, a relatively short run of two door XJ coupés with a pillarless hard-top body called the XJ-C were built between 1975 and 1978. The car was actually launched at the London Motor Show in October 1973, but it soon became clear that it was not ready for production and the economic troubles unfolding in the western world at the time reduced further any sense of urgency about producing and selling the cars. They finally started to emerge from Jaguar show-rooms some two years later and were priced higher than the four-door car becoming immediately relatively exclusive. The profile of these sought after touring cars was so attractive, with windows down, that they are often hard to find in good condition.

The Lynx Motor Company was founded in 1968 by engineer Guy Black and architect Roger Ludgate. The company established itself as a specialist in the repair, maintenance, converting and preparation of sports and racing cars. The Lynx XJC conversion came about when one of their customers failed to get other conversion specialists to do it. There were various difficulties in such a conversion because the Jaguar uses fender tanks and there was no room for power struts in the rear wings.



Lynx solved this problem by developing miniature electric motors mounted on the hood frame. Other models of Jaguars that benefitted from the Lynx treatment include the 1975 XJS coupés, which were initially modified to a convertible in 1976, called the Lynx Spyder.

This Jaguar XJC Convertible is number fourteen of the sixteen cars built by The Lynx Motor Company. The Jaguar coupés were all converted when new, this one in 1978.



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