

Jaguar Enthusiasts' Club

ESSEX THAMESIDE REGION

"SHARING THE PASSION"



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CHAIRMAN'S MESSAGE

Hi All,

Well the dinner dance was a complete success, thanks to Geoff and Mary Monk. Our congratulations go to Miriam Petheram who won the first prize in the night's raffle of the use of an F-Type for a weekend. A report and photos are inside this edition of the Newsletter.

Our next outing is on Sunday 24 November at Ashwells Sports and Country Club where arrangements have been made for a Sunday lunch. Apparently Ashwells do not open for lunch on a Sunday but are doing so for the Club. The car park has also been made available for us too. By the time you read this Newsletter, we would have filled our stomachs again!!! Further report in next month's newsletter.

The events for next year are starting to trickle through and you will see them on the 'Event' page of this Newsletter. Also, I am considering arranging a long weekend trip to Holland if anyone is interested. Having spoken to the organisers at the NEC, they have indicated that they can arrange an overnight ferry from Harwich to the Hook of Holland instead of their standard Dover - Calais ferry which may make it easier for all those classic cars. Please read the advertisement on page 12.

December's club night will be a chance to exchange Christmas cards and tuck into the seasonal mince pies and sausage rolls, courtesy of the Club. As well as our 'normal' raffle - which incidentally all profit is going to be added to the funds raised at the dinner dance for the Macmillan Cancer Charity - we will be having a club quiz with prizes. There will be multiple answers to choose from to help those that may have difficulty with the questions!!! So I hope to see as many members as possible to this end of year event.

I hope you all have a Happy Christmas.

Doug Warren - Chairman & Editor



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*

DECEMBER CLUB NIGHT


December Club night will be a bit different as there will be a Quiz night included, with prizes. So get your thinking caps on! Just to help, there will be 4 answers to choose from, so if you don't know the answer, you will have a one in four chance of getting it right anyway! Oh, and don't forget we will be having mince pies too!!! See U there!

SILVERSTONE TRACK DAY

Silverstone Circuits Ltd are running another Track Day for novices if anyone is interested. The cost of an half hour session is just £39. If there is enough interest then perhaps we can go up as a club. Please let me know. Date to be confirmed. Contact Julie Hartfield at julie.hartfield@silverstone.co.uk

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QUESTIONNAIRE

A good response so far from members, but I still need more replies please. Those that haven't replied, please do so as soon as you can. Don't forget, it is for your benefit in order for us to plan next year's events based on what you, the members, want.

CLASSIC CAR SHOW @ NEC BIRMINGHAM



Another really good show awaited those that attended the Lancaster Insurance sponsored National Classic Car Show at the NEC. They had 11 halls packed with 1,500 classic motors spanning over 100 years of motoring. Also included was a Classic Motorcycle Show within the confines of the car show with around 300 classic motorcycles. For those that attended on Saturday and Sunday, there was the Ford Torino from the "Starsky & Hutch" cop drama from the 70's with a guest appearance of David Soul. How many women fantasized about him during the series.....???? You probably won't now after seeing him as he doesn't look anything like he did then!!!!!! He certainly wouldn't be able to jump over the bonnet of the iconic Ford as he did in the series!!! Come to that, I don't think any of us could now a days.

There were a lot of 'special' cars on display including the one above, Jaguar's C-X75 in a gorgeous metallic blue. Also spotted was a one-off Riley. Unfortunately, I cannot find what model it was only that it was taken to Switzerland and re bodied. See picture on right. The top of the car had two removable glass panels, similar to a Porsche targa top, which had it's own panel sleeves in the boot. Then back to Jaguars, there was a 420 convertible, which was restored by a company in Scotland. So the word has it that they were looking for £100k if you want to purchase it!



The show had the dynamic duo - Mike Brewer and Edd China from the "Wheeler Dealer" programme, The "Dream Cars", which for a said fee, you could get driven around the roads surrounding the NEC for 15 - 20 mins. There were all manner of cars to be driven in, Astons, Bentleys, Stags, E-Types, AC Cobra, etc. There was a restoration clinic, a practical challenge, Meguiars time to shine, Silverstone Auctions, loads of

really good trade stands too, plus much, much more. Well worth marking your diaries for next year now, to ensure you don't miss this ultimate show at season end. It is planned for 14, 15 and 16 November 2014. Book a hotel early and get a discounted price now. Jackie and I, as well as Neil Shanley and Bob King stayed at the Ramada Hotel & Suites in Coventry, which was only a short walk to the rail station and a £2:40 return ticket ride to the NEC. Well worth the hassle of trying to park at the NEC and walking -in the rain- to the show!!!



REGIONAL EVENTS /OTHER EVENTS

| MONTH | DAY | DATE | LOCATION |
|-------|-------------|---------------|--|
| DEC | TUES | 3rd | Club night - Langdon Hills Golf & Country Club Club Quiz with prizes, as well as our normal Mince Pies and Sausage Rolls!! |
| | | | 2014 |
| JAN | TUES | | Club night - Langdon Hills Golf & Country Club |
| FEB | TUES | | Club night - Langdon Hills Golf & Country Club |
| MAY | SAT | 10th | WARREN CLASSIC & CONCOURS d'ELEGANCE Details to follow in future newsletters. |
| JUN | SAT | 4th | St. PETER'S CAR SHOW, Harold Wood, Essex. One we attended a year ago, which is again being held in 2014. Please register your interest directly using link below. You will need to let me know too, in order to plan the stand. http://www.stpeterscarshow.co.uk/booking |
| JUN | SAT/ SUN | 14th/ 15th | AIR BRITIAN FLY-IN/ NORTH WEALD Details to follow in 2014 |
| JULY | SUN | 6th | THE MALDON MOTOR SHOW/CLASSICS ON THE PROM. More details nearer the time. |

NATIONAL EVENTS

| | | | |
|-----|-----|------|---|
| DEC | SAT | 14th | JEC AGM CASTLE BROMWICH Regional meeting follows AGM See details at this web site: www.jec.org.uk |
| | | | 2014 |
| FEB | SAT | 8th | X-TYPE SEMINAR at Castle Bromwich For all owners of these models from 2001 to end inc estates. A must for all X-Type owners at only £60 for members and £75 for non members. A full days programme including tea/coffee and a hearty lunch. Details at JEC http://www.jec.org.uk/club-service/seminars Hotel Deal: The JEC have negotiated a great price at the Castle Bromwich Inn of £45.95 per night B&B and its right across from Jaguar. Call them on 0121 694 6700 and quote ref "Jag Club". |
| MAR | SAT | 22nd | INTERIOR LEATHER TRIM REFURBISHMENT SEMINAR Back by popular demand, this hands on seminar run by ourselves and the Furniture Clinic is a must, members can save hundreds of pounds by learning how to restore their leather themselves. Only £60 for members and £75 for non members. Details at JEC http://www.jec.org.uk/club-services/seminars Hotel Deal: The JEC have negotiated a great price at the Castle Bromwich Inn of £45.95 per night B&B and its right across from Jaguar. Call them on 0121 694 6700 and quote ref "Jag Club". |
| APR | SAT | 12th | XF SEMINAR A seminar covering all aspects of XF ownership. Only £60 for members and £75 for non members. A full day including tea/coffee and a hearty lunch. Details at JEC http://www.jec.org.uk/club-services/seminars Hotel Deal: The JEC have negotiated a great price at the Castle Bromwich Inn of £45.95 per night B&B and its right across from Jaguar. Call them on 0121 694 6700 and quote ref "Jag Club". |

THE ORIGINAL AND ONLY PROTOTYPE Mk3 'HYPER SPORT' JAGUAR XJ-S 6.0Litre MANUAL



Launched in 1975 the Jaguar XJ-S had quite a mountain to climb, for it was seen by some as the successor to the glamorous and hugely popular E-Type. However, in reality, the car was never envisaged as a direct replacement for the E-Type - being more of a Grand Tourer than an out and out sports car.

Largely designed by Jaguar's legendary Malcolm Sayer, the XJ-S had a top speed of 150mph and 0-60 time of under 8 seconds it slipped through the air far more efficiently than the E-Type and its excellent ride, comfort and handling were justly praised by the mid Seventies motoring press.

Although everyone agreed that as a high speed tourer, the new XJ-S had few rivals, many others agreed that it lacked something dramatic in its styling.

Then there was the way that the XJ-S drove - "too soft" said the critics "not the 'proper' sports car Jaguars used to be!"

These shortcomings were soon picked up by sports car conversion specialists.

At the end of 1984 Tom Walkinshaw Racing (TWR) announced their intention to build a range of special XJ-S coupes calling them the XJR-S. Upgrades included body kits, interior kits and modification to suspension, increased output from the 3.6 and the 5.3 engines along with a 6L engine.

These cars were a private offering without the backing of Jaguar.

However this was to change in 1988 when a new company, Jaguar Sport, was formed which was a 50/50 split with Jaguar and TWR. The idea was that cars were part built at the Factory then shipped to the TWR facility on Station Fields Industrial Estate Kidlington, Oxford and latterly Jaguar Sport at Bloxham, where the custom finish ordered through Jaguar dealers was added before the finished car was delivered to that dealer.

The XJR-S sold around 300 which was all well and good but the looks of the car to many were really quite tame and not distinguishable enough from the standard XJ-S. This was addressed by one of the most renowned names in sports car racing history, Lister.

The Lister Jaguar added engine mods and a full body kit but for some it was felt that there was still room for improvement.

TWR/Jaguar Sport cars were only available new and the Lister conversions were, in the main, only carried out on new or nearly new cars.

In 1991 the cost of a fully specified Lister could exceed £200,000 which was far more than a Aston V8 Vantage or Lamborghini Countach.

There was a glaring gap in the market here for XJ-S conversion kits that could be fitted to a customer's own car at reasonable cost.

Enter Jaguar transformation specialist Hyper Engineering.

HYPER

Paul Hands, in the best traditions of those before him when it comes to modifying Jaguars, cut his teeth on the race track.

In the business of building racing Jaguars for years from his base in High Wycombe in the late eighties Paul Hands, founder of Hyper group of companies, began modifying the XJ-S for road use.

Body, interior, road wheels and mechanical upgrades were available to transform your standard every day XJ-S into a sleek Hyper XJ-S.



Entry level Hyper body transformation kits started with The MK1 which gave you a front air dam designed to fit under the original bumper, allowing retention of chrome , plus rear spoiler and side skirts.

Mid range was the Mk 2 which also gave you the front air dam, rear spoiler and side skirts blended to the existing body over the bumper area.

Top of the range was the Mk 3 wide body transformation package that completely changed the look to give head turning style of your XJ-S.

The Mk 3 package would give you the Mk 2 body kit and in addition wider wings made from high-quality impact-resistant fibre-glass. These bigger wings, 4" wider at the rear and 3" wider at the front, allowed the fitment of very wide wheels and tyres to enhance the look and performance even further. The package also included a unique 3 piece rear boot spoiler and a modification that extended the rear windows rearward, further improving the slick look. A total repaint finished it off.

Mechanical upgrades were available to the suspension as were a manual 5 or 6 speed gear box or the Hyper drive 'clutch-less manual' gear box. Steering, manifold, exhaust 'Hyper brakes' and 'Hyper cool' - oil cooler were also available.

The wide bodied Hyper Sport XJ-S Mk 3 was much acclaimed by the motoring press in the early nineties after they tested a purpose built steel bodied press car equipped with the Hyper Drive gearbox alongside other modified offerings from Lister, PBB Monaco, Railton and Sutton. Sadly, this car, car number 001, was written off in the nineties.

Only one other steel bodied Hyper Mk 3 was ever built, car number 002, which was to serve as the prototype from which the mouldings were made for the fibre glass wide body versions that were to follow.

With business set to boom and Hyper Engineering becoming recognised as the experts in optical and performance tuning for Jaguar cars new premises were required. Where better than alongside TWR on the renowned Stationfields Industrial Estate in Kidlington Oxford.

JAG 63L

As we say Hyper had recognised a niche in the market for transforming customers existing XJ-S's to give much improved styling and performance at a much reduced cost over rival companies that modified new or nearly new cars.

That is not to say that they were in the business of transforming any old XJ-S though. A thorough examination would be carried out prior to any work being started to ensure that they were working on 'solid foundations'. Back in the nineties the car chosen to be the steel wing prototype for the moulds that were then to be used for making the wide bodied fibre glass wings certainly needed to be a solid example.

JAG 63L was first registered in June 1976. It was then a standard 5.3 V12 pre HE XJ-S with one of the last of the factory fitted Jaguar close ratio manual gear boxes, which it retains today.

Believed to have first been a demonstrator the car later went on to be registered by a business man based in Jersey who regularly travelled on German Autobahns - where there were no speed limits.

Having used the car for a while on these journeys the owner decided that he really needed a little more power and a little higher top speed - some German built cars, it would seem, were overtaking him on the Autobahn and that quite simply would just not do!



If you wanted your 5.3 Jaguar V12 souped-up in the 80's who better to do than Forward Engineering the company formed in the 60's by Jaguar's competition dept experimental engineer for the V12, Ron Beaty.

In the early eighties the 5.3 engine of JAG 63L was rebuilt by Forward Engineering to 6L. This apparently put an instant stop to any further embarrassing moments in Germany for its owner! It would seem that at this time an under bumper body kit was fitted by a company associated to Forward Engineering - BLE.

In 1987 the owner of JAG 63L (then on Jersey plates) traded the car in for a new Lister Jaguar.

The car was then acquired from Lister by Paul Hands of Hyper Engineering, although registered at that time in the name of a colleague.

Work began on transforming JAG 63L into the steel bodied prototype for the Glass Fibre winged Hyper Sport Mk3.

The BLE under bumper body kit was removed and replaced with Hyper sport front dam and rear body kit with provision for front and rear fog lamps. Hyper side skirts were also fitted.

Following a design created by Paul Hands which gave a more sweeping rear end that, unlike some of its rivals, was wider at the back than at the front the wings were carefully and meticulously fashioned from steel to be used to make the mould for the glass fibre wings that were to be offered in the Hyper Sport Mk 3 Transformation package.

With the moulds made JAG 63L, car 002, with its task completed was laid up in storage for the next few years.

Following the theft and subsequent insurance loss of car 001, the press car, Hyper turned its attentions to getting JAG 63L on the road with the intention of presenting it to Jaguar Sport as a prototype of just how they believed the next XJ-S Sport should look.

The interior, which had been removed when the body modifications had been carried out, was replaced with that from a much later HE XJR-S 6.0L with new black carpets and TWR steering wheel.

Many external trim items such as the front grille and de-chromed items were also replaced.

Specially made wheels were fitted, wider at the rear, and that gorgeous 3 piece rear spoiler.

Hyper suspension all round.

It was decided to build this prototype with standard XJ-S headlights rather than change them to four round ones as the press car had been as Jaguar associated 4 lights with US spec cars.

The whole car was repainted to an extremely high standard in its original Sebring Red.

Since 2005 the car has been registered in Paul Hands' name at his home address. The V5 shows 3 previous keepers and the present odometer reading is circa 77,000. This car has recently been sold on e-bay for £23,989!!! What a car, what an investment!



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JEC ESSEX THAMESIDE REGION DINNER DANCE



Well again, another success. The dinner dance was attended by 81 club members and guests. The dinner consisted of mushroom soup, turkey with vegetables and potatoes followed by lemon meringue pie and cream, followed by coffee and chocolate mints. The food was well presented and hot. It certainly went down a treat! The disco was supplied by the Golf Club.

Each year the dinner dance also runs a raffle on the evening and on this occasion - as also on two previous occasions - the profit is to go to the Macmillan Cancer Charity. We raised over £385 on the night and the committee has agreed to top this up to £500 for the Charity. Our thanks go to Matthew Overall - Dealer Principle - of Grange Motors, Brentwood, who provided the first prize of a Jaguar F Type for a weekend (or substitute if required). The winner of this fabulous prize was won by Miriam Petheram (picture shows her being presented with the letter from Grange Motors)

All in all, it was a very enjoyable evening for all who attended. Our thanks go to Geoff and Mary Monk for arranging this event. Next year, Helen and Steve Clark have volunteered to arrange the dance for the club members. Please give them your support for next year.



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JEC ESSEX THAMESIDE REGION DINNER DANCE



JAGUAR XK8 & R SEMINAR

On Saturday 16 November, the National JEC organised a seminar geared around owning or buying a Jaguar XK8/R. Presented by Nigel Thorley and David Marks of David Marks Garages of Nottingham, it was a truly informative presentation. David



talked initially and briefly on the history of the car, then looked at the workings of the normally aspirated engines and super-charged too. Then he looked at certain issues that can effect the bodywork. From there, he talked about servicing and general maintenance, the cooling system, Nikasil liners, timing chain tensioners, gearbox, rear suspension, front suspension and ball joints, wheel bearings and bushes, electrics and finally air conditioning. David covered all aspects of these areas of the car as well as answer members' questions as they arose. Some areas of concern were highlighted, but with proper maintenance, David indicated that these can be alleviated. The slides shown at the seminar were then distributed to all members present as a reference guide. The issue with the Nikasil engines was explained, although this was not confined to the XK8/R only, as XJ8's were effected too. Those XK8's that were effected had Vin No's: 001036 - 042775 and XJ8's were Vin No's: 812256 - 878717.

These seminar are very informative and the national club runs them regularly. Coming up in 2014, we have a X-Type, Interior Leather and a XF seminar. See national website for further details or the "Events" page of this newsletter.

Dutch Delights - Windmills & Waterways 27 June 2014

**Is anyone interested in a tour of Holland?
- See next page. I am told that we can
arrange to leave from Harwich to the
Hook of Holland if we so desire and travel
overnight to arrive in Holland first thing
Friday morning. If I have enough interest,
I will progress this further and obtain the
price. It may be that it will be the same,
but I will confirm with the organiser.**

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Dutch Delights - Windmills & Waterways

13 June 2014 or 27 June 2014

Enjoy a Wonderful 4 Day, 3 Night Break to the Dutch Lakes

Loosdrecht is known for its beautiful lakes, the Loosdrechtse Plassen, which attract thousands of visitors every year. The lakes are a hotspot for the Dutch 'well-to-do', with several exclusive yachting clubs and restaurants lining the shores. During your stay in Loosdrecht you'll enjoy a half day cruise on the lakes and river Vecht.

From Loosdrecht you are perfectly situated to explore many of Holland's cities and attractions. Zaanse Schans Folk Park - is the Netherlands in a nutshell: a town of traditional Dutch crafts and architecture, with six windmills, a wooden shoe workshop, a cheese farm and more. **Utrecht** is the beating heart of the Netherlands. A city with an unparalleled vitality. A medieval city centre small enough to explore on foot. Large enough to enjoy world class festivals, modern architecture, trendy shops and interesting museums for days on end. Utrecht has a wealth of culture and history. The Hague is one of the most extraordinary cities in Holland. Not just because it is our government city, but also because of its many monuments, historic districts and its location near the beautiful North Sea coastline, it is also home to the Louwman Museum, a wonderful collection of over 230 historic cars. Enjoy a visit to Amsterdam which can easily be reached by train from the neighbouring town of Hilversum, where you can either get a taxi or park your car

Staying at the **Lakeside Golden Tulip Hotel** in Loosdrecht **4 Days, 3 Nights from £279.00**

- Return P&O Ferry Crossing From Dover to Calais for Car & 2 Passengers*
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Prices are based on 2 persons occupying a car and a twin/double room

Single room occupancy supplement - £130.00 for the duration

The Golden Tulip, Loosdrecht Lakes

Located directly on the Loosdrecht Lakes just 18 miles north of Utrecht and 18 miles south of Amsterdam, the 4 star Golden Tulip Hotel in Loosdrecht is perfectly situated to explore Holland's attractions. The beautiful surroundings of the 'Loosdrecht Lakes' and the river de Vecht offers lots of opportunities. All of the hotels guest rooms feature en-suite bathroom with bath/shower & toilet, television, telephone, safe, free Wifi and private balcony with a view of the Loosdrecht Lakes. All rooms are non-smoking rooms. Enjoy a meal at the Branche Restaurant or a drink in the bar & Lounge, or on a sunny day, on the terrace by the lake.

Things to see & do...



Dutch National Motor Museum -

The Louwman Museum in The Hague was opened to the public in July, 2010, playing host to private collector Evert Louwman's extensive range of over 230 historic cars and the world's largest collection of automotive art.



Holland's Flower Route -

Starting in Haarlem, the Bollenstreek Route (the flower route) and running approximately 25 miles south to Leiden, this drive takes in the densest concentration of flower fields, shooting in thick ribbons of primary colours.



Zaanse Schans Folk Park - It's the Netherlands in a nutshell: a town of traditional Dutch crafts and architecture, with six windmills, a wooden shoe workshop, a cheese farm and more. Zaanse Schans is a town full of extraordinarily well preserved architecture and traditions



Volendam - If you want to see one of Holland's real gems then take a trip to out to beautiful Volendam. A typical

Dutch fishing village that has hardly changed for six centuries. The characteristic small houses, which together with the canals and the drawbridges form the most picturesque spots, present the visitor an atmosphere of geniality and romance.