

JAGUAR ENTHUSIASTS' CLUB



sharing the passion

ESSEX THAMESIDE REGION 1989 - 2014

ISSUE 88 AUG 2014



Chairman's Message

Hi All,

Well, back from a trip to Norway. I have to admit, if you thought London prices are expensive, try a run-of-the-mill cafe in Norway. Jackie and I had a "club sandwich" (shared), a cup of coffee and a orange Fanta. Cost = £25!!!! Nice place to visit - once!

Anyway, back to club business and our 25th Anniversary bar-b-que is approaching. Everything has been ordered and we have over 100 members and partners indicating their attendance. Lets just hope we have the weather.

Also, some members ventured off to the Classic weekend in Le Mans on 4th to 6th July. See Neil Shanley's report inside. More photo's and report will be published on the club website in August from both Neil and Chris White. See other events attended in July inside, including another cup won by one of our club members.

Coming up this month of August is a visit to Chiddingstone Castle in Kent on Sunday 17th to join up with the JEC Kent region. Hopefully, those interested have completed their applications on line and sent their cheques to the Kent organiser.

Finally, interest in our club is increasing and we welcome new members to our membership. We do hope that you all enjoy the friendly atmosphere at our club meetings and join in with the events planned.

Hope to see you all at the next club meeting on Tuesday 5th August at 8pm.

Doug Warren *Chairman*

JEC Essex Thameside Region Achievements:

Best Club Stand
Battlesbridge Classic Car
Show **May 2002**

Runner-up Best Club
Stand
Battlesbridge Classic Car
Show **May 2005**

Best Club Stand
Battlesbridge Classic Car
Show **May 2009**

Best Club Stand
Grand Motorbilia Day
Sept 2010

Best Club Stand
St. Peter's Show **June 2011**

Highly Commended
Battlesbridge Classic Car
Show **May 2011**

Best Club Stand
Grand Motorbilia Day
Sept 2012

Best Club Stand
Battlesbridge Classic Car
Show **May 2014**



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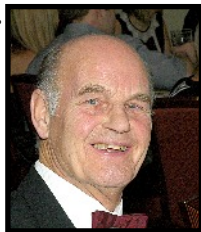
rayberris.jaguar@gmail.com

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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*



KENT DAY 2014
SUNDAY 17th AUGUST
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PLEASE BOOK EARLY TO AVOID DISAPPOINTMENT

DOGS ARE ALLOWED ON LEADS IN THE GROUNDS ONLY
Booking form available from Doug Warren

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Classic cars owners could lose thousands on insurance claims as old cars soar in value

Motorists face losing tens of thousands of pounds on insurance claims because they do not realise the cherished old car on their driveway has soared in value. The price of the average classic car - vehicles aged 20 years or older - has rocketed over the past decade, according to figures from the Historic Automobile Group. It may not be surprising that luxury cars such as Porsches, Jaguar, Bugattis and Bentleys from the Sixties, Seventies and Eighties now fetch up to eight times more than they did in 2004. But other vehicles, such as early VW Golfs, Toyota MR2s, Ford Fiestas and Ford Sierras, are also soaring in value. In many cases, that old car you bought for a few thousand pounds some years ago could now be worth a small fortune. A Ford Escort Mk3 dating back to the early Eighties would have sold for £3,500 in 2004. Today, it would typically fetch £8,000. An immaculate model with only a few miles on the clock could go for £26,000. The problem is that many owners of these now classic cars first bought insurance for them some years ago and have simply renewed it automatically each year, not realising that the car's value has jumped. It means the value they have given the insurer to cover it for in the event of the car being damaged or stolen is actually far less than it should be. When they make a claim, their insurer could refuse to pay out the full claim. Gerry Bucke, general manager at specialist insurance firm Adrian Flux, says: 'Under-insured owners could end up receiving only a percentage of their car's value if the worst happens. 'We have come across vehicles that have doubled in value since the owner last checked, so it's absolutely vital to try to stay on top of market trends.' The company is now writing to thousands of its own customers warning them to check how much their cars could fetch if sold. If your vehicle turns out to be worth much more than the limit of your cover, most insurance companies will normally pay a proportion of your claim. However, in some extreme cases, firms may refuse to give you a penny. Graeme Trudgill, executive director of the British Insurance Brokers' Association, says: 'Lots of people have old cars in their garage, which have been sitting there for around 30 years. 'They simply don't realise that grandad's old banger is now a classic motor and worth a mint. 'It's really important to get a proper valuation every year. Otherwise, if the car is stolen or is involved in an accident, they may struggle to replace it.' John Hodgson, a retired antiques and furniture dealer from Rainham, Essex, paid £5,000 for his 1969 Daimler 250 V8 about 15 years ago. The 66-year-old's insurance policy would pay out up to £12,500 if the car was written off or stolen - but after checking he found the vehicle was now worth £37,500. Mr Hodgson says: 'I was a little surprised, but prices for these makes are really creeping up.' HM Revenue & Customs classes a car as classic if it is more than 15 years old and worth more than £15,000. You don't need to pay any car tax for vehicles built before January 1, 1974. Many insurers class classic cars as any car built more than 20 years ago. Such cars can still be covered by a normal motor insurance policy, but premiums for specialist classic car insurance tend to be cheaper than conventional cover because insurers assume that the vehicle is well-maintained and not driven that often. But be sure to check the policy's small print, as many firms insist you do not drive the car more than 7,500 miles a year. You should always tell your insurer if you have another car. A spokesman for insurer LV= says: 'Few people have a classic car as their main car - they tend to have another vehicle for everyday driving. 'People with two or more cars may be entitled to a discount if they insure both cars with the same insurer.'



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Jaguars at the Castle

7th September 2014

Stratford Road, Warwick, CV34 4QU
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Further info? Email Graham at:
g.greenwood@blueyonder.co.uk

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Essex County Car and Motorcycle Show

On Sunday 13 July some members attended the Essex County Car and Motorcycle Show at Cressing Temple, Nr Braintree. Unfortunately the day started off very wet, but between 9 - 9:30am when erecting the gazebo and stand for the show it was dry. My thanks goes out to all that assisted with the building of and the taking down of the stand at the end of the show. In particular, Russell Smedley, Gary Mitchell, John Euesden, Ray Collins, Charlie Catchpole and Lester Magness. Although the morning was interrupted by a few downpours, by the afternoon, on the whole, it was reasonably dry and brought out the crowds. Our thanks goes out to Dean from **Grange Motors of Brentwood** too, for bringing along the lovely red 3.0L F Type 'S' for our display. It certainly attracted a number of visitors to the stand. The displays in both fields were somewhat depleted, but this was totally due to the weather. A number of vintage vehicles were due to display but failed to arrive. Unfortunately, although the organisers - Doug & Della Nixon - did all they could to make it a successful day, British weather cannot be controlled and has a bearing on all outdoor events. However, those that attended, enjoyed the day and talking with other like minded enthusiasts. To finish off the day, Ray Collins won the cup for the car that the Chairman of the Jaguar Drivers Club would like to take home with her. Well done to Ray. Here are a selection of the cars on display.



Jaguar Enthusiasts' Club 30th Anniversary Event 2014

The National club's anniversary event took place at Thoresby Hall, Nottinghamshire on Sunday 22 June. What a day! Previous events held in the north of the country haven't been that dry in the past few years. However, for once, the event was held in brilliant conditions and warm sunshine. The event attracted over 4,000 visitors and numerous amounts of Jaguar Cars. As well as visitors from our European neighbours, we even had a contingent from Russia!! A few members from Essex Thameside Region attended and I am sure enjoyed the event. Bob Cain assisted with the marshals on parking control, Ron Ansell again was a judge of the Concours cars. Russell & Mandy entered their XJ Supercharged V8 into the 'Pride & Joy' Category. Brian Harris assisted with the XJS Forum. Throughout the day there were various activities going on



Jaguar XJR 15 for sale but no price indicated.



Had to be one - XJ220. In fact there were two on the day



Loads of Jaguars parked up with Thoresby Hall in the background

including K9 Quarkers - Sheepdog and duck herding display, Knights of Nottingham - world champion jousting team, Aqua Blast - a display of transforming old metal to new, Furniture Clinic put on a leather display of interior trim, and a Floral Design display by Nigel Whyles. Many regional club stands were scattered around the site, there was a 'Cars for Sale' area - including an E-Type owner who was extremely hopeful with a price ticket of £110,00 for his coupe, as well as a couple of Mk. II's with price tickets of £45,000 and £55,000!!!! The best vehicle for sale was an 60's S-Type needing some work which was hidden behind one of the tents with a price tag of £4,995 ono! That's better!! Included in the event was a 'Time Line' which showed off members' cars from an early 1920s Austin Swallow 7 tourer to a couple of SS of the 1930s, right up-to-date F-Type Convertible and Coupe's. Some music was supplied by a roving Jazz band. At 2:25pm a 'Spitfire' fly past was organised. At the end of the day was the club prize giving ceremony overseen by Norman Dewis.



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Jaguar Enthusiasts' Club 30th Anniversary Event 2014

On display again was this immaculate Daimler Corsica. What a good looking car this is but not one to be driven initially. The history of this car is that by 1994, Jaguar's XJ-series cars had been in production for 8 years and were looking dated. In an effort to recapture the beauty of the original XJ6 of the 1960s, Jaguar's XJ range was completely restyled for 1995, and the new styling was lauded as a resurgence of Jaguar elegance. As before, Jaguar manufactured Daimler-branded versions of its XJ saloons.

However, 1996 was Daimler's centenary, and it was felt that something special should be done in celebration. Thus the Corsica was born: a 2-door convertible version of the Daimler Six saloon. Built using an XJ-series body shell, and modified XJS and XK8 seating and roof mechanisms, the Corsica

was built as a shell only, not a driveable vehicle, being intended only for display on motor show stands. After Daimler's centenary celebration, the vehicle was transferred to the Jaguar Daimler Heritage Trust, an offshoot of the manufacturer whose goal is to preserve important vehicles in both companies' histories. Rather excitingly, the JDHT decided the Corsica deserved better, and commissioned David Marks Garages to turn an empty shell of a vehicle into a fully-functioning, running car. Some 400 hours of work later, the car was fitted with a complete powertrain, as well as all necessary electronics and HVAC systems. The Corsica remains in the collection of the Jaguar Daimler Heritage Trust.



Other cars on display are shown below. Well done to the National Club for a wonderful day and here's to another 30 years!!



Time-Line begins with the Austin Swallow



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REGIONAL EVENTS /OTHER EVENTS				
MONTH	DAY	DATE	TIME	LOCATION
				2014
AUG	SUN	3rd	11:30am Display	25TH CLUB ANNIVERSARY BAR-B-QUE Please advise Doug Warren if you wish to attend as we need to arrange sufficient food for all members. dwarren169@btinternet.com or 01245 261810
AUG	TUES	5th	8pm	CLUB NIGHT: LANGDON HILLS GOLF & COUNTRY CLUB
AUG	SUN	17th	10am Display	KENT REGION JAGUAR DAY Chiddingstone Castle. Please see or contact Doug Warren. Entry £8 per person including guided tour. Advance application needed.
AUG	SUN/ MON	23rd/ 24th		The Coventry Festival of Motoring Weekend The much-loved motoring festival Coventry Festival of Motoring takes place at Stoneleigh Park, one of the UK's leading event venues set in 250 acres in the Warwickshire countryside, on August Bank Holiday 2014. A run is the lynchpin of the Coventry Festival of Motoring and will once again be at the heart of the action on Sunday. Hundreds of cars and motorcycles will leave Stoneleigh Park and head off to take a tour around some of Coventry's most notable historic sights and then continue on the route through the beautiful Warwickshire countryside. The route is approximately 50 miles in length. Club members displaying on stands may also take part in the Historic Vehicle Run. More details at www.festival-of-motoring.co.uk If any club members are interested in attending, please let Doug Warren know immediately.
AUG	SUN	31st	1pm Display	RUNSQUIBBRUN CHARITY CAR MEET Member, John Squibb's daughter Haydn, is running for the Anthony Nolan charity in the London Marathon and has organised a charity car meet at Thurrock. She has asked for 10 Jaguar cars to join her at the meet at Unit 2 Thurrock Commercial Centre on this day. Please let Doug Warren know if you can join in the fun.
SEPT	TUES	2nd	8pm	CLUB NIGHT: LANGDON HILLS GOLF & COUNTRY CLUB
SEPT	SUN	28th	09am Display	28th Grand Motorbilia Day - Battlesbridge Tickets are £5 - Please request them via Doug Warren
OCT	TUES	7th	8pm	CLUB NIGHT: LANGDON HILLS GOLF & COUNTRY CLUB
NATIONAL EVENTS				
				2014
SEPT	SUN	7th	By 11AM	JAGUARS AT THE CASTLE This popular event returns for its third year at Warwick Castle. A fantastic deal to enter the castle and its grounds as well as attractions put on by the Club. Don't miss this chance to experience one of the UK's premier attractions and park in its fabulous grounds. Just £12 for car and ALL passengers and just turn up on the day!!!!

Harold MacMillan resigns
due to ill health



1963

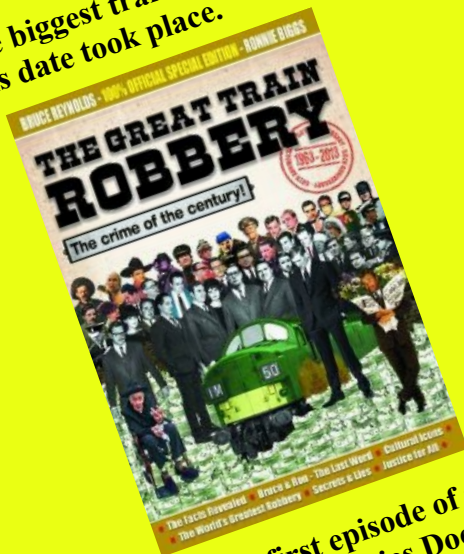
The Beatles make their first
No: 1 with "Please Please Me"
then followed by "She Loves
You".



The car manufacturing firm
Lamborghini is founded in
Italy.



The biggest train robbery to
this date took place.



Vauxhall launches the Viva



Jaguar launch the S Type and 420.



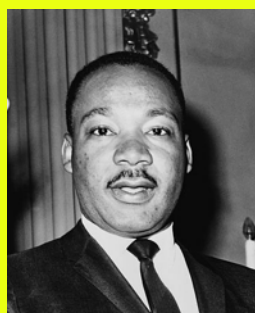
The first episode of the BBC
television series Doctor Who
is broadcast.



Dartford Tunnel opens



Martin Luther King
delivers "I have a
Dream" Speech.



John F Kennedy was assassinated.



Le Mans Classic: July 2014

Thursday 3rd July seemed to arrive with the speed of light. No sooner had we completed the Bristol trip (see Russell's article in the last newsletter), than we were meeting Chris and Marise White in the Nag's Head Car Park for another jaunt – this time to the 'Le Mans Classic'.

The trip across (or under) the channel went well and we were soon on French soil. Signal for the roofs down (Chris with his E-Type convertible, me with my XJS convertible) then we were off on a pleasant cruise along the silky smooth French motorways. The sun shone and we were kept company by a continuous parade of mostly British registered classics of all descriptions and prices, including a contingent of Farina Austin Princess's. We were even overtaken by a '64 fully loaded Westminster tooling down the outside lane. Many we saw more than once after the inevitable pit stops for food and fuel. Some we found later were actually staying at our hotel. The only problem was that the tunnel at Rouen was closed due to road works and the diversion signs suddenly disappeared. I took a wrong turning (where have we heard that before?) and we ended up in a massive traffic jam in the city, finally extricating ourselves by doing a u turn on the dual carriage way. Illegal but rewarding, this cost us an hour. (most other people we met were also similarly caught.)

It was a relief to arrive at the Ibis, which Travel Destinations had taken over for the duration. No sooner had the cases landed on the bed, than the four of us were sitting outside drinking cool beers – an activity that we reprised most evenings. Resting in the hotel car park were several Jags, including; E Types of varying series, an XK120 hard top, 'C' and 'D' type replicas, XJ300, F type, several XJS's, Simon Cronin's 3.8 Mark II and XF Estate. Other makes were represented by a Bentley T1 saloon, an Aston Martin DB6, one or two Porsches and a Morgan. The prize for the best personal registration plate has to go to a red E type – SER 142E (work it out). Another car that caught my eye was a blue XJS Celebration with cream leather and chromed wheels owned by John, whom we'd met earlier on the road down. This was immaculate and originally supplied by Henley's – they had the wheels chrome plated.

We made an early start on the Friday and travelled via tram to the circuit, approximately 15 minutes away. Upon arrival, we were greeted by a vast plain of classic cars, the Le Mans Village – full of retro stands, club stands, the Le Mans Museum, Trade Stands, the Articular Auction House, the Paddocks and much more – all within and around the 14 mile track. Porsche had by far the largest stand with hundreds of examples from modern to the early 356's. Aston Martin, Morgan, AC Cobra, Ferrari, Lotus were also fielding large numbers. I don't believe there was any make, with the exception of certain American marques, that was not represented. Richard Gibby would have been pleased to see Stand 33, - The Swallow Doretti Owners Club. Strangely, we did not find a stand solely dedicated to Jaguars.

It was the 50th Anniversary of the Ford Mustang, and they were out in force, often ferrying guests to and fro. I did see a '59 Caddy Fleetwood in a fetching peppermint green / white combo – but those "rocket fins" are to die for. Chris and I managed to get into the pre- auction viewing for the Articular Auction – *thanks Marise for spotting the unguarded side entrance!* Mercedes, Lancias, Astons, Ferraris, etc abounded. All out of my price league, unfortunately.

Our pass gained us access to the Paddocks. They say that the Le Mans Classic is the meeting point of all time periods. No more so than in the Paddocks where you can mingle with the teams and marvel at the classics, the majority of which had taken part in the original races. Here you can see Bentleys, Talbots, Alfa Romeos, Bugattis, Delahayes, Lagondas, Invictas, Lorraine, Dietrichs, Rileys, Singers and much more from the 1920 / 30's era. Later eras are represented by Austin Healey, Jaguars, Triumphs, AC, Jowett, Allard, Morgan, Lotus, Porsche, GT40's, Ferraris, Maseratis, BMW's, Mercedes, MG's, Lolas, Alpines, Chevrons, Corvettes – the list goes on. All can be seen driving out, and it is easy to talk drivers and pit crew as you wander through. A nice sight was the Ecurie Ecosse transporter in the Jaguar Paddock. Derek Hood of JD Classics also had a paddock and was fielding two XK120's including JWK 651, in a lovely shade of old English White, which he drove himself.

Friday is all about practising and qualifying. Basically, the race is split into six Grids or Plateau as follows;

- | | |
|------------------|-----------------|
| • 1- 1923 -1939 | 4 - 1962 - 1965 |
| • 2- 1949 – 1956 | 5 - 1966 - 1971 |
| • 3- 1957 – 1961 | 6 - 1972 - 1979 |



Each Grid races for about 45 minutes and each race on the Saturday from 16.45 hrs, through the evening and night and into Sunday, finishing at 17.00hrs. Hope I have this right and apologies to aficionados if not – a bit confusing for a novice such as myself. We left about five-ish on the Friday to partake in the BBQ arranged at the Hotel. A little disappointing, with only one skewer of meat and sitting indoors! Some wag sent out for pizzas! Wish we had. Still the beer and the Mouton Cadet flowed freely and more than made up for it. Not only was Saturday the start of the race days, but it also gave the chance for the paying public to drive their cars on the pre-booked circuit. Chris had booked a couple of laps, but sadly, due to rain, the track was wet and wisely he did not want to risk it. Other cars did, however, and, sitting in the Dunlop Stand we were entertained by all manner of private machinery spinning and sliding round the Dunlop Chicane. The most hairy was when a red MGB slid and spun through the grass, missing the concrete barrier by only a couple of feet. All types of vehicle took part, from Healey's to Rover P6's, Bentleys (Shadow shape) and, of course, Jags. The strangest was a standard, new Mercedes C Class Estate. We learned afterwards that it was hired by the driver when his TR electrics caught fire on the trip down, rendering it unusable. Having arranged its return to the UK, he took the hired car and insisted that he took it round the track since he had paid for the Triumph. The marshals' were not in favour, but two Frenchmen who had asked him for a ride on the track persuaded them to allow it.

After this we met Vaughn and Julie High who were camping with their 1981 red Porsche 911 Targa. By this time I was all porched out. We also had a well stocked picnic basket – ordered from Travel Destinations for Lunch. Pity it rained!

During our visit to the museum shop we saw some French Comic Books for sale. These are books that are very popular on the continent and tell a serious story, but in comic art form. The artists were there to sign them – and would draw you and your car on the flyleaf. We bought two – one for each Jag, both done by two of the three artists present. The writer also signed the copies.

There were "Club Parades" throughout the day and it was common to step aside as you walked on the track to allow some of the best most exotic and expensive machinery to rumble by. The exception being the Rover BRM Turbine which sort of hummed and whined by.

Five o'clock saw the start of the races with the 1923 – 39 cars starting first. The thunder of the Bentleys racing round the track was glorious with the older cars making a totally different sound to the deafening screaming of the more modern machinery. Following some food and a trip to Vaughn's camp site for alcoholic refreshment, we made our way back to the stands to watch more races, interspersed by Vaughn's recollections of his early days with Ferry Porsche as they brought the 356 from paper to production [it's a long story!]

Time flew and it was gone midnight before we headed back with the cars still streaming round the track.

We arrived by tram, a little later on the Sunday to view more races, and to spend some time looking at areas of the show that we hadn't yet explored. The races finished at 5.00pm (where did the time go?) and we headed back to the hotel for drinks and a meal, followed by more drinks.

Monday came round all too quickly and we departed for home. The road up was again a classic car feast. Unfortunately, we had more Tunnel Trouble – this time the "Chunnel" which was blocked by a broken down train and downed power lines. We went shopping in the Retail area, however someone set off the Fire Alarm and it was evacuated so we waited in the car park for six hours before we managed to get across. You couldn't make this up! Still there were a lot of exotica to admire and interesting people to chat to, including several of our hotel guests.

Sue enjoyed every moment of it, even though it was all about cars as did Chris, Marise, Vaughn and Julie. We had a fantastic time, with lovely company and great cars. Would we do it again? Without hesitation! *Neil Shanley*



Setting off for a race



The "Bentley Boys".



Shouldn't have gone racing in the wet!

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