

JAGUAR ENTHUSIASTS' CLUB

ISSUE No 98 JUNE 2015

sharing the passion



CHAIRMAN'S MESSAGE

Hi All,

Well, Battlesbridge, Eastern Day and London to Brighton has taken place and we now look forward to teaming up with East Sussex JEC at Herstmonceux Castle on 7th June. Also this month, 17 cars and occupants are off for a jolly weekend in Deauville, France. We do hope

we have the weather!!

Coming up at the end of June we have a new event at Great Sailing, nr Braintree - details on pages 2 & 8 - Maldon at the beginning of July, as well as Crossing Temple. Details on the event page - 8.

As a reminder, can I ask that those attending club night on 2nd June please ensure they arrive promptly as we have a speaker from Kent who will start very shortly after 8pm. He is from RBS Security products and will be demonstrating and talking about the products they have on offer. Discounted rates are available to all club members on the night.

August Bar-B-Que deposit of £10 per person will be required at June club night. No deposits will be accepted after this date.

Doug Warren, Chairman & Editor.



2015/2016 COMMITTEE

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Chairman & Editor

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Vaughn High
Membership Secretary

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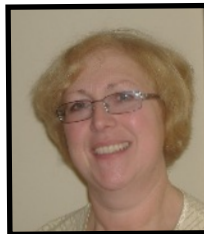
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Membership Secretary

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Committee Members:
Neil Shanley, Steve Perryman
& Mary Monk.



*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*

SUNDAY 28TH JUNE 2015

1 o'clock onwards



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SUMMER BAR-B-QUE

Due to the successful bar-b-que last year for our 25th Club Anniversary, the club has organised another bar-b-que this year. However, obviously the club can't be expected to pay for it as we did last year but we have arranged a deal with Langdon Hills Golf Club and the cost will be £20 per person, children £12. The club is arranging a live group to perform on the day. The date has been arranged for Sunday 23rd August from 12 midday to 6pm and would welcome all members and guest to join us for this summer get together. Deposits of £10 per person (non-refundable) is required and must be paid by **2nd June** in order that we can confirm numbers to the Golf Club. I do hope many members will be able to join us and make it a successful event. The menu agreed is:



BBQ MENU

Corn on the Cob
Sausages
Chicken
Burgers
Vegetable Kebabs

Served with
Extensive Salads
Hot New Potatoes



REMiNDER

**SATURDAY 6th JUNE BREAKFAST MEET AT
THE HARE, BISHOP'S STORTFORD ROAD,
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Again, the breakfast meeting is being held at The Hare Public House. Last month saw a number of interesting exotic cars arrive. I can't help but emphasise that you will need to arrive early to ensure a parking space - i.e. 8am. Parking after this time can be had just a few hundred yards away. Breakfast is served from 9am. The landlord provides Danish pasties and coffee/tea, f.o.c.



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A.G.M. CHAIRMAN'S REPORT MAY 2015

Since May 2014, we attended Bedfordshire Classic Car Show at Woburn Abbey, Battlesbridge twice, Faversham Transport Weekend, some members went for a long weekend in Bristol. Then there was St. Peter's Car Show in Harold Wood, Air Britain at North Weald, Cressing Temple, Essex Police Music Festival and we held our 25th Year bar-b-que, joined forces with the Kent Region at Chiddingstone Castle, attended the 'Jaguars at Warwick Castle' event, as well as attending the 30th anniversary JEC Meeting at Thoresby Hall.

Grange Motors again supported us with a demo F-Type convertible at a number of our events which always brings in extra visitors to our stand.

Reflecting back to August 2014, when we had our 25th Anniversary Bar-B-Que, it was a milestone in the history of the club. We had a brilliant day and we couldn't have hoped for better weather. The turnout was tremendous and I know most that attended enjoyed the company, the food and the band. I am hoping that we can replicate this type of event this year, although obviously we are not able to make it a free event as we did last year.

As with previous years, the club is going from strength to strength with membership steadily increasing and I hope we can continue in this vein. My thanks go to Ray Berris and the sterling job he is doing on this front.

I would like to thank the club members for their support over the past year in particular those that assisted with the collection and delivery of the club stand to the shows and for those that assisted with the setting up and dismantling the stand. Also, my thanks go to those members that contributed to our monthly newsletter, which always make interesting reading and helps me. Our website is another brilliant innovation that has come on in leaps and bounds and I thank Richard Gibby for his input in making this a fantastic website; one that I know is being viewed by many people around the world.

My appreciation also goes to the committee members for their very hard work and continued support.

Finally, my thanks go to Mary and Geoff for their support over the years in their committee roles and understand their decision to stand down forthwith. It was my pleasure as Chairman to present them with a picture caricature of them both and flowers for Mary on behalf of the club.



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LONDON TO BRIGHTON RUN APRIL 2015

Another year of the 'Jaguar World' London to Brighton run, which in the past has been very good but in recent times has increased in price and reduced in stop off points to none this year. To be honest, this year was a total disappointment to me and Jackie. I don't know what the other members that participated thought. The price this year was reduced by £24 against last year, but what did we actually get for that? Meeting up at Chartwell (Winston Churchill's home), a bacon roll and tea/coffee, a goody bag with no goodies unless you count the old issue of Jaguar World and Classic Car Buyer and Brighton tourist information leaflets

- not a free sample in sight. We then had a run through the Kent and Sussex countryside arriving at Madeira Drive, Brighton using the new format printed route map and directions (there was no issue with the previous 16 years' folders). It only listed names and vehicles participating and not where the individuals had come from as in previous years, so I was unable to promote our club for those attending from Essex.



Anyway, having again, as I do, checked the weather on the days previous to the event, things were not looking good. Rain had been forecast for the whole day. However, on the day, although it rained at Chartwell and en route to Brighton, once we arrived, the rain had stopped. We called in at a car wash at Peacehaven - as I did last year - to give the old girl (the car, not Jackie!!!) a wash off. It had got somewhat dirty in the rain travelling down to Brighton. I am glad I wasn't the only one as Terry Perkins also admitted he did the self same thing before the finishing line!

The route was quite easy to follow, and the answers to the clues to the annual treasure hunt sheet were completed with ease. However, as we approached Arlington, the road indicated on our route map was closed! This threw most participants into a quandary. We followed the diversion signs and on reaching the A27 the diversion signs indicated to turn left or right. Most of the Jaguars in front turned right. Knowing the answers to the other clues in the treasure hunt were near Alfriston, we turned left and continued the indicated route after the diversion and picked up the answers to the clues needed. It was later at the event that the organisers dismissed the two answers to the clues around Alfreton due to the diversion! And we had gone to all the trouble to find them too!!!

We renewed old friendships with other participants in Brighton and looked around the cars parked up. I was disappointed to see so many Jaguars leaving early, whereas in the past, they mostly stayed to the end i.e. 4pm. I also noted there were a lot of newer Jaguars, rather than the older cars, which is a shame really as one hoped that an event like this would bring out the 'classic' Jaguars. I suppose the threat of rain may have put the dampers on it, as I know some that don't like taking their 'pride and joys' out when it rains!

Will we go next year? Probably not. What a shame that a really great event had been run into the ground!



XK8 TEN YEAR SERVICE

Can you believe the XK8 was first produced nearly 20 years ago. My example is 10 years old this year and has just had its major service at Grange Jaguar of Brentwood, Essex.

On Thursday 14th May I took my 2005 XK8 convertible to the garage. Arriving just before 8am, the showroom was just opening up. The display cars in the showroom were being moved around for the inclusion of the new XE which arrived the previous day. It looked stunning in red with dual coloured leather seats.

I had arranged with Mick Burgess on the service desk to come in early and so that the mechanic could get on with the work first thing. Fortunately, I had purchased a service plan from Grange three years ago, so the cost was already paid for and included a 20% discount at the time.



Dean Taunton was the mechanic allotted to work on the car. He has been with Grange Motors for over 20 years and has seen a number of changes. When Dean started the car of the time was the X300 and of course, the 'new' XK8. In his spare time, Dean has restored three E-Type Jaguars, the last one was a Series 3 E-Type FHC V12 which he sold last year. He is now looking for another project and is hoping to get one soon.

The first job that was undertaken was to put the car on the lift and remove the wheels. The wheels on my Jaguar, are 20" Detroit split rims which are very heavy alloy wheels. You certainly need muscles to move these around! Dean then checked each wheel for 'play'. All were within the tolerance allowed. He then checked the tyres for wear and again all were well within the depth permitted. He then moved on to the air conditioning radiator which is situated behind the bottom air intake. Dean indicated that the radiator is prone to damage from flying stones through this vent, but in my case, the radiator was

fine. Next job was the brakes and discs. Front discs and brakes were replaced in March 2015 and the rears about 18 months previously. All were considered fine. The handbrake discs cannot be checked due to them being fitted inside the rear brake drums, however, any issues would come to light on the brake test when the car has it's MOT, which was also being undertaken the same day.

Dean then moved on to the oil filter. In order to remove this, the air scoop which services the alternator had to be removed. On removing the oil filter, the oil was drained into a suitable receptacle. While this was being undertaken, Dean checked the front and rear bushes for unnecessary wear. All were in good order. I was able to look around the rest of the underside of the car. All looked fine, except the small area of double skinning on the floor pan under the passenger foot well which I found was badly corroded. Jaguar thoughtfully added this 'double skinning' without providing adequate rust protection between the layers of steel. The two double skinned areas are thought to be brackets originally fitted to allow the bodies to be moved around the factory. I had actually reported this problem in the November 2014 national magazine, only I didn't realise that this double skinned bracket was on both sides of the car - I had treated the driver's side only! A definite job for the summer months.

The next job for Dean while the oil was still draining away, was to grease up the universal joints on the rear drive shafts, both sides of the car. Another job which, although may not be specific to a service but a preventative measure was to remove grit and stones from the sub frame bushes, which left in place will cause problems and noise issues.

(See picture)



Moving on, the spark plugs were removed. Access to them was fairly straight forward, once the air filter scoop was removed and fitting new ones were easy. Looking at the plugs, they were very clean for a ten year old engine, albeit, only 49k miles. (See photo).

On next to the air filter. Again quite straight forward, having already removed the casings to get to the spark plugs. The screen wash bottle was topped up with new screen wash fluid and water. Then the wiper blades were replaced. While these works were being undertaken, the oil had drained from the sump and a new filter and plug fitted. 7.8L of 5/30 oil was then added.



Next on the list was the drive belt. Getting the old one off was relatively easy, but the replacement required two mechanics as there are six pulleys to get the belt over and all must fit correctly in the grooves to ensure no damage is done to the belt.

The next item was replacing the brake fluid. Although officially not included in the ten year service, it is recommended to be undertaken every two years. I was unable to confirm whether this had been undertaken previously and the system at Grange was suffering a computer glitch at the time, so they were unable to confirm when the last brake fluid change was undertaken. To be on the safe side, they went ahead with the changes. My car has Brembo brakes fitted all round so each side of the disc calliper has a separate

bleed nipple. All but one (F/N/S) unscrewed with little pressure. The front nearside nipple on the inside calliper, didn't want to shift. Dean tried WD40, as well as a direct heat from a heat gun, with no effect. However, Dean indicated that it wasn't so much of a problem as the brake can be bled through the outside bleed nipple just the same. He indicated that more often than not, if these screws are not maintained and the required bleeding doesn't get done, they have a habit of seizing up, due to brake dust incursion. As recommended, the bleeding of the brakes started on the rear nearside, working towards the nearest brake to the reservoir, above the front offside.

By now over two hours had passed and the remaining tasks were to refit the tyres using aluminium grease on the wheel hubs to prevent the alloy wheels 'sticking' to the hubs and checking the pressures - 30psi front, 32psi rear. Another requested task asked for - not normally included in the service was engine coolant replacement. Removing the appropriate drain plug on the radiator, ensured that the water flowed out and cascaded into a receptacle placed strategically under the engine bay area. However, due to the poor location of the drain plug, the water enters areas of the protection pan beneath the front of the car and ends up dripping everywhere - most caught by the adapted receptacle, but not all!!! Mop and bucket was needed afterwards! Once refilled with the appropriate antifreeze (JLM209722) the car was ready for testing. Engine started, heater up to full blast and checks made to ensure no air locks were to be found in the coolant.

This ended the 10 year service, so the next job was the MOT, which is undertaken on-site. Lights, horn, brakes and emissions were fine. In fact the emissions showed the following:

FAST IDLE TEST

CO 0.01 % vol

HC 8 ppm vol

λ 1.003

CO 0.00%



End result, MOT "**PASS**" for another year and a thorough service by the guys from Grange Brentwood. My thanks goes to Matthew Overall (Head of Business) for allowing me to shadow Dean Taunton while he carried out the service and MOT.

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REGIONAL EVENTS / OTHER EVENTS				
MONTH	DAY	DATE	TIME	LOCATION
				2015
JUNE	TUES	2nd	8pm	Club Night: Langdon Hills Golf & Country Club Visiting speaker Stan Radcliffe - RBS Limited. <i>See page 2.</i>
JUNE	SUN	7th	10:30am	EAST SUSSEX JAGUAR DAY, Herstmonceux Castle - Pre-bookings closed - Entry on the day is £15.
JUNE	FRI/ MON	19th/ 22nd	09:20am	ESSEX THAMESIDE REGION LONG WEEKEND TO DEAUVILLE, FRANCE - FULLY BOOKED -
JUNE	SUN	28th	12.30pm	Vintage and Classic Car Show, Millennium Hall and Grounds, Great Sailing, Nr. Braintree. Free Entry - Please contact Doug Warren for passes
JUL	TUES	7th	8pm	Club Night: Langdon Hills Golf & Country Club
JUL	SUN	5th	8am	MALDON CAR SHOW, Promenade Park, Maldon Entry Fee £2. Bookings taken via the Club. Contact Doug Warren for tickets. - FULLY BOOKED -
JUL	SUN	12th	10:30am	CRESSING TEMPLE CAR SHOW Free entry. Tickets from Doug Warren No limit on the number of cars.
JUL	SUN	26th	11:30am	PORSCHE BOAT TRIP - FULLY BOOKED - Thames barge trip on the "Thistle" for an afternoon sail on Sunday 26th July, 2015 from the Old Custom House, Ipswich Dock, boarding at 1130 and sailing between 1200 and 1600, disembarking at 1630.
AUG	SUN	2nd	10am	HELMINGHAM Festival of Classic and Sports Cars Entry price £10 for car, driver and one passenger. Contact Doug Warren for ticket.
AUG	SUN	16th	10am	SAFFRON WALDEN CAR SHOW Free show on the common. Contact Doug Warren for details.
NATIONAL EVENTS				
				2015
AUG	SUN	23rd	10am	JEC AT BROOKLANDS Organised by our Surrey/Hants Borders Region with assistance from our Surrey Region we are delighted to return to this historic venue. Please note that entry into the site can only be guaranteed to pre-booked cars. So don't just turn up book in advance to ensure your spot. Pre-booking forms will be with the June and July national magazines
SEPT	SUN	27th	10am	JEC WESTERN DAY The Jaguar Enthusiasts' Club is at Bodelwyddan Castle and Warners for our first ever Western Day. Booking forms available from the national JEC: http://www.jec.org.uk

JAGUAR ENTHUSIASTS' CLUB - EASTERN DAY, ICKWORTH HOUSE

The day started off brilliantly. Sun was forecast for the day, although the temperature was only expected to be around 14 degrees. Club member, Bob King collected the club stand the previous day in order to get to the venue early Sunday morning.

On arrival, Bob, Richard Gibby, Bob Cain and Steve Clark were busy unpacking the club items for the stand. In no time at all, the stand was put together and members started to arrive. The event was a first for the East of England and the Essex & Suffolk

Borders did a grand job in arranging the venue and putting the show together. No easy task I am sure. All manner of Jaguars began arriving throughout the day with some really interesting and old 'classics' amongst them. Various sections of the field was divided up for specific arena's. There was a section for cars for sale, a Jaguar time line, Concourse cars, Pride & Joy entries, and of course the main arena, which had various displays throughout the day, hosted by Nigel Thorley & Tony Ridge. The day ended with a surprise win for Ann Lazarus's wonderful 1996 XJ6 (X300) Sport which won the "Car of the Show" award.

How proud David would have been to see his family keeping his dreams alive with the car.

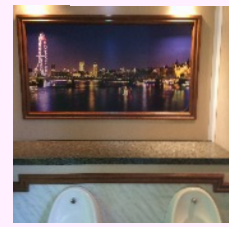
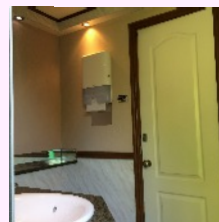
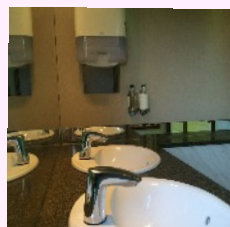
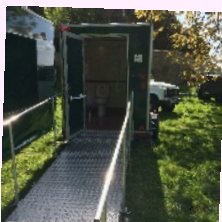


CONVENIENT CONVENIENCE

The Eastern Day was a great success and I'm sure, enjoyed by all. Feedback from the members that I spoke to is unanimous in its call for another next year! This wasn't, however, the only accolade the event received. I was surprised to receive comments on the standards of the temporary toilet facilities.

It is difficult to write about such provisions with the enthusiasm usually associated with the latest Jag launch, but with these loos, there is certainly something to go on. As the photographs show, these were of a high standard and they were cleaned and re-stocked regularly throughout the day. They will be familiar to those who attend quality shows and events and are available from specialist hire companies.

The contrast between these and those at the Battlesbridge Shows is almost akin to that when comparing a horse and cart with the latest XE. Perhaps some of the entrance fee, recently increased, could be spent providing similar facilities thereby both pleasing a deserving public and demonstrating that the organisers have regard for their customers' welfare.



SUNDAY
17th MAY



EASTERN DAY
ICKWORTH HOUSE



BATTLESBRIDGE CLASSIC CAR SHOW - MAY 2015

The show was a success once again in so many ways. Not only did we have the weather, although perhaps a bit chilly, but the turnout from the paying public and from our members who displayed their cars was first class. Various members who hadn't displayed called in on our stand and it was nice to see some old faces. We did in fact gain 5 extra members on the day and 5 more took away application forms. We displayed 19 Jaguars on our stand ranging from Richard Gibby's SS100 replica to a Jaguar F-Type Coupe 5.0L V8, courtesy of Grange



but the individuals' classics were again out in force. All manner of classics were displayed ranging from VAUXHALL Victors, Cresta, Vivas, FORD Classics, Zephyrs, Zodiacs, Capris, HILLMAN Minx, Imps, Avengers, BRITISH LEYLAND Maxis, Minis, Marinas, Stags, Spitfire, etc. It was interesting to see a couple of Ferraris and really old Bentleys too.



Jaguar. Essex Thameside Region fielded 6 XK8's at Battlesbridge amongst its display. The increase of owners of XK8's in the JEC club appears to be happening nationally. It is becoming very popular, possibly due to its design but more so because the prices have dropped to a more affordable level. Early XK's can be obtained now from £2k to £3k. A number of classic car magazines are forecasting that this car will be a future classic and as such prices will increase. If you get in now, you may benefit in years to come. Take for instance the XJS. Low mileage XJS's are now attracting prices over £10k. These too, were attracting £2k - £3k only a few years ago. The XK8 is a beautiful looking car with so much similarity with the E-Type at various quarters. Take for instance the long bonnet, the oval grille, the curved bodywork, all reminiscent of the E-Type.

Referring back to the show, there were quite a number of trade stands at the show. Not only that



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