

JAGUAR ENTHUSIASTS' CLUB

ISSUE No 99 JULY 2015

sharing the passion



CHAIRMAN'S MESSAGE

Hi All,

A number of members undertook the long weekend trip to France in June and had a wonderful time as well as enjoying good weather. Read about our exploits on pages 6 to 8 inside. I would like to thank all those that attended this event and I know you all enjoyed the experience. I

look forward to arranging something similar for next year. Look out for a further report and photo's of this trip on our club website.

On Sunday 5th July we have the Maldon Car Show. This event is again full and if you were not able to obtain a ticket, why not just come and visit us at the show. There will be plenty to see and do. Following on from the Maldon Show we have the annual Cressing Temple event. At the present time, I have 12 members indicating their intention to attend. I would appreciate more participants if you can make it as we have a big field to display in. Please let me know by 7th July.

We will have a demonstration from D & C Prestige of their in-car camera at our July club night. Arrangements have also been made for EDT Automotive to attend our August Club Night to give a demonstration of their system which removes internal engine residue and saves fuel, and in turn increases BHP & torque. I do hope you all can attend.



Doug Warren, Chairman & Editor.

2015/2016 COMMITTEE

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Chairman & Editor

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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, Bulphar, Essex, RM14 3TY Tele: 01268 548444*

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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. 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 guests to join us for this summer get together. Deposits of £10 per person (non-refundable) is required and must be paid by **7th July (extended)** 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. As at 2nd June we have 50 members and friends coming to the event. We would like to have more and make it a great day out for ALL members.

The menu agreed is:



BBQ MENU
 Corn on the Cob
 Sausages
 Chicken
 Burgers
 Vegetable Kebabs

 Served with
 Extensive Salads
 Hot New Potatoes



Festival of Classic & Sports Cars

HELMINGHAM

Sunday 2nd August
 2015: 10:00am - 5:00pm

Held in association with the Suffolk Vehicle Enthusiasts Club (SVEC). Over 5,000 people attended the 2014 festival. The event attracts classic and sports car owners who exhibit their cars some of which parade up and down the main drive on the two concourse runs throughout the day. Over 700 vehicles attend, representing the last 10 decades of motoring history, including many from Britain's motoring heyday – marques on display included Alvis, Bristol, Jensen, AC Riley, Armstrong Sideley, Lea Francis, Crossley, BSA, Lagonda, Lanchester and Gordon Keeble. The oldest vehicle seen on display was a 1914 Ford Model T and the latest sports car models have included the Chevrolet Corvette and a Ford Mustang as well as Ferraris' and Porsche. **Tickets from Doug Warren @ £10 per car.**



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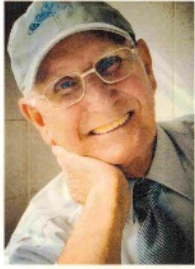
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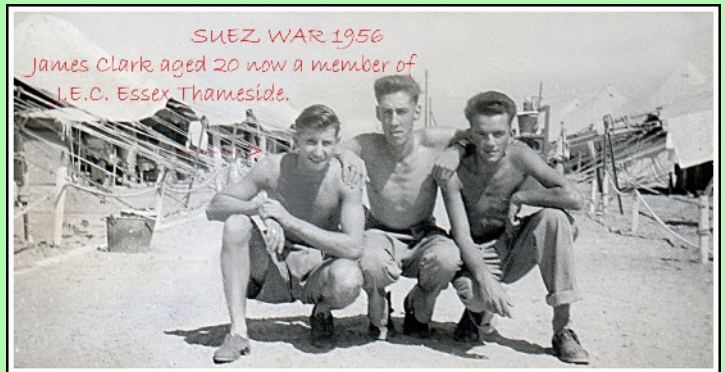
James William Clark
25th April 1936 - 10th June 2015

Wednesday 24th June 2015
Forest Park Crematorium
1.30 p.m.

OBITUARY

It is with great sadness that I have to report that 'Jim' Clark passed away recently and his funeral was held on Wednesday 24th June at Forest Park Crematorium. A procession of Jaguar cars driven by members accompanied the hearse through the streets of Collier Row to the crematorium. It was an impressive sight and we feel that Jim would have had enjoyed this. Jim's wife, Sylvie, wishes to pass on her thanks to everyone who attended in their Jaguars and wishes to thank everyone for their love and support at this sad time. Tributes to Jim were read out by Andrew Bryant who conducted the proceedings.

Jim will be missed with his energetic support of the club, taking photos at the shows and events held throughout the year, as well as presenting personal editions of his photos to club members whenever he could.



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XK8 FOOTWELL RUST

Back in 2014, I mentioned to some at a club meeting about the issue with the footwells in the XK8 rusting away due to the second skin on the floor pan that trapped water, salt and crud thrown up from the road. These 'second skins' apparently were used to move the chassis around the factory when the car was first made. They are open at one end therefore allowing ingress into this void as shown by the arrow in this photo. As you can see from these pictures of my car the rust has eaten through this second skin but it cannot be seen what is happening on the floorpan above. The only option is to remove the second skin. It serves no purpose and it better off than on. Having searched the internet, I found a panel beater in Upminster - Garry Lee Panel Craft. Check him out at: www.carbodyrepairsrainham.co.uk.

Garry cut off the second skin to reveal serious corrosion of the floorpan on the driver's side, as can be seen by this picture.

This is a problem potentially for ALL XK8/R's (X100).

The problem is being unable to see the rust, unless the 'second skin' is removed or you are able to lift the carpet (not an easy job as it is in one piece!!). Garry spent quite a bit of time on the preparation in order for the welding to be undertaken. Note that some of the brake pipes and fuel pipes run close to the area and had to be moved and shielded from the heat. Also, plates had to be made to cover the area concerned, after first cutting all the rust out, treating the surrounding areas with rust prevention paint and welding the plate into the position as shown in the above photo. The finished welding is covered with a stone chip paint that is flexible. As you will see, the finished job is quite impressive. These pictures are of just one side but the other side went through the same procedure. The cost of the job is £200 per side and in view of the potential of leaving it and the rust really taking hold, it has to be worth doing.

Doug Warren



**GARRY LEE
PANEL CRAFT**

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**Unit 5 Gerpins Farm
Gerpins Lane
Upminster Essex
RM14 2XR**



LONG WEEKEND IN FRANCE

'ESSEX TO DEAUVILLE'

On Thursday 18th June, members of the JEC Essex Thameside Region set off for Folkestone to the Holiday Inn hotel adjacent to Eurotunnel. That morning at the Queen Elizabeth Bridge at Dartford, there had been a three lorry accident very early in the morning and the chaos caused around the area was massive. 15 mile tailbacks were being reported on just the M25 alone. Fortunately, by mid afternoon, the area was clear and traffic moving freely by the time I arrived at the QE2 bridge. The journey down to Folkestone was therefore uneventful and swift in my XK8 convertible. You could call it a "wind in your hair" experience zipping down the M25/M20 if only I had hair for the wind to find!

One member, who was driving a Daimler 240, was thwarted just after the Dartford Bridge with brake issues and had to return home to replace the car with his daily run around - an Alfa Romeo.

14 club members eventually pitched up at the Holiday Inn and we had a rather enjoyable and fun filled evening with dinner for most at the local Britannia Inn a short distance from the hotel.

Friday morning saw all members readying their cars for the journey to France and the short drive to Eurotunnel 10 minutes from the hotel. Tesco's were on hand just outside the hotel with petrol for the final UK fill up before leaving 'Blighty'. Two other members then joined us at the tunnel.

Arrangements were made with the staff at Eurotunnel, to line all members up together prior to boarding the train. We certainly attracted

attention from other rail users, even more so with the delay of 1/2 hour due earlier train problems.

Once through the tunnel and onto the French roads we headed South onto the A28/E44. The weather was fine and most owners Jaguar convertibles had their hoods down and taking in the cool air and occasional sun shining through.

The route planned was fairly straight forward and with little to go wrong - or so I thought. On reaching the junction where the A28 meets the A29 I turned West instead of East and headed inland and away from the coast. The following procession of Jaguar's did the same and consequently had to drive 10 miles before an exit from the major road was found. On exiting the motorway, we were faced with a toll barrier that was not manned. Problem being, as all accompanying drivers had no experience of these barriers, we were unfamiliar with the way they operated. Watching fellow French drivers pull up at the toll machine and swipe a credit card before the barrier raised, seemed the only option, yet a few yards before the barrier was a cash and receipt machine. We all thought that somehow this could be used rather than paying on credit card, but how, no one knew. No one of this group could read or understand French!

While parked on the side of the road prior to the barrier we witnessed one of the worse driving seen by an elderly French couple. The toll to get off the motorway was just one Euro, but they were not going to pay that and then proceeded to turn round their car and drive the wrong way back onto the motorway against the traffic coming up the slip road!



to

of

LONG WEEKEND IN FRANCE

‘ESSEX TO DEAUVILLE’

We eventually worked it out. We pay the 1 Euro fee in the cash machine, take the receipt and fed it into the second machine whereby the barrier would then raise up. Bingo! We all search around for the elusive 1 Euro coin and proceeded through the barrier then parked up the other side, waiting for all members to complete the transaction. Then entering the following roundabout, proceeded to the exit for the east bound carriageway. Low and behold, there was another toll booth and barrier for access to the eastbound carriageway. Another 1 Euro coin was needed!

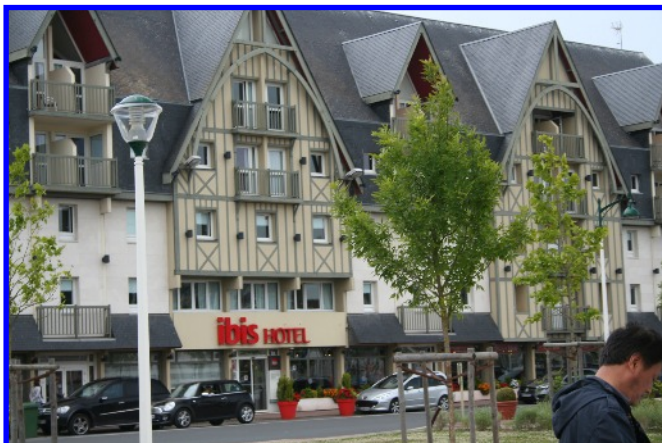
The procedure was now mastered and we all piled through this barrier with the minimum of fuss, with the



exception of trying yet again to find that elusive 1 Euro coin!

We entered the A29 and then proceeded towards Deauville. After various ticket and toll booths we arrived at the bridges at Honfleur. What a sight they turned out to be! Queen Elizabeth 2 bridge is nothing in comparison to these metal architectural feats of engineering. The second bridge was magnificent and so steep in its climb to the top.

The following route to the hotel was on the whole fairly uneventful, although member David Bearman in his lovely XK140 was getting rather low in fuel. He had travelled over 200 miles on a single tank of petrol. He had indicated he was low and to look out for a petrol station. However, there is never one around when you want one, but eventually reached



the hotel without filling up. A task set for another day! On reaching the hotel we were met by member, Vaughn High and his Porsche winners flag, having spent the previous weekend at Le Mans and the rest of the week in France prior to our arrival. We were directed into the underground car park of the Ibis Hotel, next to the waterfront. The journey had ended and the weekend of fun had started.

LONG WEEKEND IN FRANCE

'ESSEX TO DEAUVILLE'

That evening, arrangements had been made to dine at a local restaurant called, believe it or not, "The Garage". We had a pre-ordered meal and sat down to a wonderful evening of excellent company and enjoyment. When we came to the end of the evening all members received their table bills, for drinks, etc., but noticed that the main meal costs were missing. When waiter staff were questioned about this amount, they were told that the "Chauffeur" would pay. It transpired that I was considered to be the Chauffeur and was given a bill for 930 Euros. Something definitely lost in translation. Credit card in hand and the bill was paid.

Saturday morning was soon upon us and members were given the opportunity to have a "free day" and do their own thing. A number of members remained in Deauville and explored the town. The beach was unbelievably sandy and stretched out some way to the sea. The fish market and stalls were amazing with the variety of fish in abundance. Large crabs were still alive and moving around the displays, including some that were in tanks. Prawns of a variety of sizes, skate, langoustine, sole, oysters, mussels, etc. Fish dishes were prominent on all the local restaurant menus.



On Sunday at 9.30am, all members assembled outside the hotel in their cars, before making the short journey along the coast road to Honfleur. The weather was very overcast and at times very light rain was experienced. All convertibles had their hoods up throughout the journey. It was an impressive sight of 15 Jaguars running together through the country lanes. One member was having issues with his Jaguar on the way down to Deauville on Friday and decided not to bring it along and doubled up with a fellow member.

On arrival we were directed by the local police into Place Arthur Boudin, a square just behind the town hall. Outside the town hall, a parade of classic French cars were being driven through an arena. A band was playing music and people were milling around a great numbers. A music festival had been arranged for the day by the council. On arrival the sun started to shine and things started to warm up so convertible drivers were soon on their buttons to remove the hoods. Parked up in the small square amongst a couple of restaurants and shops, the crowds begin to descend. Milling around the cars, taking photos, some French trying to communicate



with the members about their cars. This was quite difficult at times with the language barrier and as Richard Gibby was the only one that could realistically speak French, he was called on many times to assist with translations. The day was a total success for everyone and all members enjoyed this experience.

On returning to the hotel in Deauville Sunday evening, a champagne reception was held and details of the following day's return journey to Calais was explained.

Overall, the trip although short, had been again a total success. We had been blessed with good weather and good companionship.



| REGIONAL EVENTS / OTHER EVENTS | | | | |
|--------------------------------|------|------|---------|---|
| MONTH | DAY | DATE | TIME | LOCATION |
| | | | | 2015 |
| 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. |
| AUG | SUN | 23rd | 12pm | SUMMER BAR-B-QUE Langdon Hills Golf & Country Club. Bar-b-Que and live music band. £20 ph. (Children £12). Come and join us for a social gathering at our club house and enjoy the company and event. |
| SEPT | SUN | 6th | 8.30am | AMOC (Aston Martin Owners Club) 80th ANNIVERSARY CELEBRATIONS AT BRANDS HATCH , featuring Jaguar Racing. Weekend racing, club is to attend on Sunday. Cost is £10 if booked in advanced or £14 on the day. Go to: www.brandshatch.co.uk/calendar/2015/september/bh-amoc-80th-anniversary.aspx |
| SEPT | SUN | 27th | 8.30am | BATTLESBRIDGE 29th GRAND MOTOBILIA DAY Subject to appeal being won on 7 th July |
| 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 |

JEC EAST SUSSEX REGION DAY at HERSTMONCEUX CASTLE

What a day this turned out to be. Twelve members turned up at Thurrock Services where we started our journey. Leaving at 9am we set off South along the M25. We didn't get that far before being met with a traffic jam, caused by a crash further South. However, after a short distance we were all through it and headed for Herstmonceux. Travelling through the Kent countryside, it was a pleasure to take in, although it wasn't until we neared the destination that things started to go wrong. Having not fired up the Sat Nav., I was going on instinct. What a mistake! However, after losing most of the group except Peter Tully, we all arrived at the Castle just after 10:30am and were shown our parking area - right in front of the castle. Excellent photo opportunity!



HISTORY OF THE CASTLE

By the end of the 12th Century, the family at the manor house at Herst had considerable status. Written accounts mention a lady called Idonea de Herst, who married a Norman nobleman named Ingelram de Monceux. Around this time, the manor began to be called the 'Herste of the Monceux'; a name that eventually became Herstmonceux (pronounced Herst-mon-soo).

HERSTMONCEUX CASTLE - Written History

In 1440 a Sussex Knight by the name of Roger Fiennes petitioned the Crown for the right to crenellate or fortify his manor of Herstmonceux. He had risen to prominence after serving Henry V at the Battle of Agincourt (1415) and later serving as Treasurer of the Household of Henry VI. He had amassed a considerable fortune and had decided to use it to construct a castle befitting of his family's new found importance. The building was at the time the largest private home in England, and since it adopted the French fashion of building in brick, the castle of Herstmonceux was unique.

HERSTMONCEUX TODAY

In 1993 the Castle was purchased by Drs. Alfred and Isabel Bader and donated to Queen's University, with the intent to establish it as a centre of international education. Queen's International Study Centre was born, and in 1994, after extensive renovations to transform bedrooms into offices and work areas into classrooms, the first students arrived. Since that time the Bader International Study Centre has continued to grow and today welcomes students from around the globe.

FINALLY

Our thanks goes to the JEC East Sussex Region for their invitation to their event and we enjoyed their company and the sunshine. If they can promise this next year, we will be back!



THE HARE, ROXWELL, CHELMSFORD



June's Breakfast Meeting was again full to the brim, mainly due to the excellent weather on the day. I arrived at 07:45am and the car park was already filling up. Although the pub opens at 09:00am, it is recommended that if you want to display your car at this venue, you need to get there by around 08:00am. This month's attractions were a number of Ferraris as shown in the pictures below.



Also, for the first time, there were three that arrived indicating that the owners wished to sell them.



One was an Aston Martin DB7, a Porsche 968 and an unusual French PGO Cevennes which has a similar look to the Porsche 356 of the 50's. PGO Automobiles is France's most exclusive sports car manufacturer with a history stretching back more than twenty years.

Another rare car was a single seater but unfortunately didn't get the name of this one.



And finally, we can't go without looking at this lovely Jaguar XJS which celebrates it's 40th year since production started, this year.

Now I wonder who owns this???????

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