

# JAGUAR ENTHUSIASTS' CLUB

*sharing the passion*

ISSUE No 106 FEB 2016

ESSEX THAMESIDE REGION







## CHAIRMAN'S MESSAGE

Hi All,

As we head into February, plans are being made for the forthcoming year. You will see some of the events on page 10 of this newsletter. I indicated to members at the January club night, that a trip to Arundel Castle was being planned for 5<sup>th</sup> June. Unfortunately, I had two

e-mails from East and West Sussex and got the dates mixed up. East Sussex Jaguar Day is on 5<sup>th</sup> June at Hertsmonceux and West Sussex Jaguar Day at Arundel Castle is on 7<sup>th</sup> August. Please note these dates in your diary. If any members have any ideas for an event this year, please let me or the committee know. I have a couple of further ideas for a trip in April. One is a trip to Chislehurst Caves (Kent) for a guided tour (£9) and perhaps a spot of lunch. The other is a trip to Biddenden Vineyard (Kent) with tasting at £17.95 or for £27.95 we can have a ploughman's platter and go on to Shepherd Neame Brewery for a tour and tasting. If you are interested in either of these, please let me know by e-mail.

Just to update all members, I had indicated that I would be resigning at the May AGM but due to a number of plans I already have in process, I feel it would be better for me to stay on until the end of the season. Also, as indicated previously, Ray Berris wants to stand down as membership secretary as soon as convenient due to other personal commitments. Gill Cain has very kindly stepped up and will be taking over from February. We thank Gill for volunteering and wish her the best of luck in the role.

Finally, the Silverstone Classic event is being booked by a number of members and they have also booked the hotel I suggested, so it looks as if it will be a good turn out from the club. However, if you can't make both days, why not book for either the Saturday or the Sunday and join us on the club stand in the infield. Make sure you book using the booking code SCC16057.

*Doug Warren, Chairman & Editor*

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## 2015/2016 COMMITTEE

**Doug Warren**  
Chairman & Editor

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Club Secretary

vaughn.high@sky.com

**Richard Gibby**  
Treasurer & Webmaster

rwgibby@gmail.com

**Raymond Berris**  
Membership Secretary

rayberris.jaguar@gmail.com

**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*

Tel: 01708 228150 or E-mail: [info@essexjaguarspares.co.uk](mailto:info@essexjaguarspares.co.uk)

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## Club Sunday Lunch



## SUNDAY LUNCH ARRANGED ON SUNDAY 28 FEBRUARY AT THE FOX & GOOSE PUB

Ongar Road (A414), Cooksmill Green, Chelmsford, Essex, CM1 3SN.

Contact Chris White at [chriswhite@btinternet.com](mailto:chriswhite@btinternet.com) or Neil Shanley at [neilshanley@btinternet.com](mailto:neilshanley@btinternet.com) and provide a £5 deposit. The set meal is three courses at £27:50 with plenty of choice in each course. Please let either of these members know if you wish to attend, at the latest Club Night on Tuesday 2<sup>nd</sup> Feb 2016

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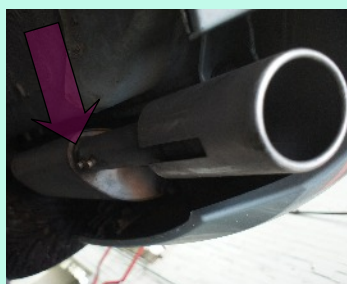
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# JAGUAR XK8 EXHAUST CHANGED

As some of you may be aware, I have been considering having my rear exhaust changed on my XK8. As members who own this model car will know, the existing system is quite subdued. For a thumping 4.2L V8, it doesn't sound so brutal. This was highlight once at The Hare Breakfast Meet, when a Ferrari, Lambo and Lotus started up to leave with me following behind, only for a spectator to get between me and the Lotus. When 'tooted', he turned around and said, "Sorry, I didn't hear you!!!!" Since then I have been determined to replace the back exhaust silencers with straight through stainless steel pipes in order to ensure one can hear the 'beast'. That led me to contact AmD of Thurrock and the car was booked in for the work to be undertaken on 30<sup>th</sup> December. However, just before Christmas I received a message on my ansaphone to indicate that the person who was to do the work, was now not coming in until the new year. This didn't go down well with me. Fortunately, club member Mario Varnava, suggested I contact FlowTech of Chadwell Heath who specialise in all manner of bespoke exhausts. Following a call to Terry

Wrattenbrothers from Flowtech, I took the car into them the following morning and met with Terry's father, Dennis and an employee, Stewart. First, Stewart checked the condition of the existing pipes and boxes. Then using an angle grinder, cut off the rear boxes about 2 inches



back from the box itself. Once both boxes were removed, the process of removing the tail pipes began. These are slotted onto the pipe exiting the silencer box. There are two allen key bolts securing the tailpipe to the exhaust tube on each

side.

Unfortunately, time, rust and heat, had caused them to weld to the pipe and these had to be cut off again with the angle grinder. It was then that Terry got to work bending the stainless steel pipe into shape on a specific machine in their workshop, following the contour lines of the existing channels for the exhaust pipes. The pipes were then Mig welded to the existing pipes, as well as the tail pipes and holding bar, which fixes to the rubber bush by the side of the rear boot well. Job done! Sounded great when started up. Not overly intrusive. Terry said that most owners have this undertaken but to remove the additional two silencer boxes after the main large box under the middle of the car would be too much. It would be very intrusive in the cabin of the car.



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# NEW YEAR'S DAY GATHERING AT BROOKLANDS



A couple of members ventured out on New Year's Day to Brooklands Car Museum in Surrey to their annual New Year's Day Gathering. The January sales were practically non-existent for anyone within driving distance of the Museum on January 1st. Over 7,000 people visited during the day from as far and wide as Ormskirk in the North and Bournemouth in the South,

with more than 1,500 classic vehicles making the annual pilgrimage. The organisers were struggling trying to park all the vehicles up within the complex. Parking was in and around the Paddock, on the Finishing Straight and on the Members' Banking. It was quite a sight. Some of the vehicles on display are highlighted here and on the opposite page. The driving force of this unique event is inclusion: the beautiful, the ugly, the celebrated and the forgotten share equal billing at what is believed to be the UK's largest January 1st classic gathering. And it isn't hard to see why when you wander through row after row of family saloons, pre-war sports and touring cars, motorcycles, American hot rods and sixties icons all packed into the picturesque setting. For those wishing to see a selection of the vehicles attending Brooklands, three videos are available on "You Tube". Do a search under "*Brooklands New Year's Day Gathering 2016 Video 1, 2 & 3*". Among the highlights were some heavy commercials like the 'cabover' Chevrolet truck in a striking art deco style, a 2.5ltr Riley drophead, and a very original Fiat 131



rally car recalling its heyday in the 1970s. Oddities ranged from a Citroen AMI6 with period Airstream-style caravan in tow, a pre-war Renault and an AEC WWI-era truck in combat finish. Fords were out in force with cherished examples of Cortinas, Capris, Anglias, Populares

and Escorts. There was a flood of Porsche 928s and the Americana stretched from early pick-ups and Edwardians to Dodges and Buicks, a black and white Plymouth police car, Pontiac 500 and several Chevrolet trucks. Cars had to park 'herringbone' style three deep on the historic banking to accommodate the flood of vehicles which also included a large contingent of motorcycles.





A Nash Metropolitan in two-tone raspberry and cream caused a stir as did a beautifully restored rare RHD Jaguar XK120 fixed head coupé in teal blue. Clubs represented included Rover P5 Owners, Rolls-Royce Enthusiasts, Porsche and Alvis Owners, and a gaggle of 1960s Minis from a number of clubs. Parked in front of the Avro Shed was a stunning Packard Eight in cream and brown that dwarfed the Sunbeam Alpine and Riley Elf either side of it. As part of



the Alvis OC display on the Hangar Apron One could see a 1927 1250 Alvista Saloon with a fabric body and a 12/60TK 2-seater sports Beetleback from 1931. On the Finishing Straight behind the Hangar, VW Camper Vans, a green Jensen Interceptor 3, Austin Healey 3000 MkIII from 1964 and a Rover 3500 happily shared the same concrete whilst the crowds peered inside, chatted and took pictures.

The swarms of eager visitors also filled all the exhibition areas to see the Museum's own collections of classic racing cars, aircraft and motorcycles. The 4D Theatre and Concorde ran their respective virtual experiences and the café and barbeque outlets just about kept up with the demand for hot food and drinks. Blessed with a cold but dry and crisp climate, the day heralded a fantastic start to the Museum's calendar of events that run throughout the year. We all look forward to NYD 2017, provided it's dry!!! Why don't you make New Years Eve 2016 dry and join other members at this event??? It certainly will set you up for the following year!





## XJS – BEHIND THE SCREENS *by Neil Shanley*

Like many an old car, when you are thinking of buying an XJS, you need to consider its inherent faults....and there are a few. If you ignore the misguided comparisons that were made at the time with the much loved, though long in the tooth E Type that it superseded, (but, crucially, did not replace), you are left with largely quality issues that could be summed up in two words – British Leyland! Component failures, build quality that would give some Eastern Bloc countries a run for their money, paint issues (did you know they would paint damp body shells?) and rust all conspired to almost guarantee unreliability. That and a voracious thirst for petrol at the height of the fuel crisis finally sealed its reputation resulting in sales barely scraping into the thousands per year.

Yet despite all this and against some boardroom resistance, it survived! And it got better as the years passed. Michael May's split level combustion chamber (1981) which sorted its thirst – well, sort of – was the key change. A steady progression of modifications and upgrades followed and kept the sales going until Ford's acquisition of Jaguar in 1989, whereupon the build quality issues were finally addressed. It was still some time before I warmed to it, however. Being based on the then XJ6 floor pan and mechanicals, I knew that this part was well proven and Malcolm Sayer's low slung lines with, some say, slabby sides and that billiard table bonnet and long rear overhang did, in my mind, gift it with all the right proportions to be an attractive car. But it wasn't until the final facelift around 1993 which gave it, most noticeably, colour-keyed plastic bumpers, I thought this could really be the car for me and the convertible 2 + 2 was the best looking of the lot! Yes, with Ford's £50 million investment and the late Geoff Lawson's plastic surgery, I had to have one! I have since found it does live up to its original brief being a smooth effortless long distance cruiser. So, what could go wrong with a '94 4.0 litre convertible in very good condition with 52K on the clock? Well, something that 20 years of development seems to have passed over.

I do remember reading about it in the Club Mag a couple of years ago, so I was aware of this when viewing my prospective purchase and indeed there were signs that a repair had been done in the past – so I bought with confidence. Back to the –present and just before our Deauville trip, a small crack appeared in the offside corner of the windscreen, ominously with no obvious stone chips visible. I feared the worst. Throughout that weekend, the crack worked its way North up the screen even splitting into several tributaries on its meandering course to the headrail. Not really a problem in sunny Deauville, but we drove through torrential rain most of the way home. No issues with the sorely tested hood, but water ingress from below the dash is simply not allowed. Something had to be done, and fast!

Following a call to my insurers, Footman James dispatched an Autoglass fitter, however, he did admit to little experience with such cars and whilst the company did offer to put their top instructor on it at their headquarters, I was still not warmed by a rosy glow of confidence, so I politely declined their services. This left me with no one

to fit the screen. So, at times like this, who should I call? JD Classics, of course! They advised that whilst they did not undertake such works on a bonded screen themselves, they did employ a company that did. An appointment was then duly confirmed with P.J.B. Windscreens of Chelmsford (how handy is that?) They arrived on the appointed hour with a brand new windscreen, and, more importantly, plenty of expert knowledge. Now, there are several pieces of bright work around the screen with the lower section stuck to the scuttle by silicone. Needless to say, this piece had to be removed and can easily bend leaving a permanent crease mark. Onto the internet then to obtain spares, just in case.





I did managed to obtain a side flashing and the head rail finisher, but that bottom rail.....it would have been easier to order a set of false teeth for a Bald Eagle! But I shouldn't have worried, the chaps from P.J.B simply used a cheese cutting wire to slice through the silicone as if it were a wedge of Saint Paulin. Once the screen was removed the cause of the cracking was laid bare, the metal lipping of the panel had expanded with rust and applied pressure to the inner glass face, eventually causing it to crack. At least I had expected this outcome, so the surprise factor was low.

Apparently, water collects under the bright work screen



surround and the metal lipping of the bulkhead and stays there. This is exacerbated on the Coupe models when the drainage tubes from the roof become blocked, although there don't appear to be any on the Convertible. Over time, the water gets passed the protective paint and rots the steel. I'll blame poor design and possibly inadequately bonded glass. More of a time and quality related issue rather than high mileage. In any event, there was no way the screen could be immediately replaced with this level of corrosion damage present. Unfortunately, the other side was also showing signs of similar deterioration. P.J.B. kindly offered to return and complete the job once I had

addressed the much needed repairs. So, time to break out the angle grinder, wire brushes and rust killer. Luckily the brown steel cancer had not spread sufficiently far enough to warrant the amputation of large areas of bodywork which is a relief since most parts are obsolete and hence difficult to source. Two pack filler and aluminium gauze proved sufficient to remedy the small holes left by that thankfully departed brown oxide. Given more time, I would have favoured lead loading, but the clock was ticking. In fact the paint was still drying when I called P.J.B. who returned within the hour. It was now around 4.00 pm and the team of two set about installing the new screen with gusto. Having cleaned all the surfaces and fixed the necessary rubber surround they carefully bonded the screen to the car, screwed back the side finishers and refitted the lower stainless steel trim, mercifully undamaged, to the scuttle. The plastic channels that this sits in are also obsolete, but SNG Barrett do a rubberised version. Unfortunately, these only arrived after we had finished so the original items were re-used, hence I cannot comment on their suitability. The chaps from P.J.B., one of whom was the proprietor, did a splendid job – not one scratch or bent piece of trim. All this was achieved in one day in July, working against the clock from 9.00am to 4.30pm. Thankfully, it was sunny. Well, it did rain a little, but the patio sun shade made a good



umbrella.

This is a well-known XJS weak spot so when you see some minor paint bubbling at the bottom corners of the windscreen surround beware, the rest of the iceberg lurks beneath.

Footnote; At the NEC Show in November, I saw that SNG Barrett had an almost identical XJS on their stand, which was really good news and a sign that the cars are gaining in popularity. I talked about the spares situation with them and whilst they do a reasonable range, mainly consumables, certain body trim items, including door hinges and bright work, are not yet available. Back to the breakers yards then! My thanks go, as ever, to Bob King for his invaluable help in completing the repairs.





# COMING UP

There are a number of events coming up this year, of which some are new to the club. Please make a note of these and, if interested in attending, watch out for contact details in the forthcoming newsletters' 'Events' page. Some may be restricted with numbers, so the earlier you advise the club of your interest, the better it will be. So, there will be more no doubt notified to the club over the coming months, but for now here are the events already planned:



**Goodwood Breakfast  
Club for Essex  
Thameside members  
with Soft Top vehicles.**

SUNDAY 1<sup>st</sup> MAY 2016



**BATTLESBRIDGE -  
CLASSIC CAR SHOW**

SUNDAY 15<sup>th</sup> MAY 2016

**FAVERSHAM TRANSPORT WEEKEND**

SUNDAY 22<sup>nd</sup> MAY 2016



**EAST SUSSEX JEC  
JAGUAR DAY AT THE  
OBSERVATORY,  
HERSTMONCEUX**

SUNDAY 5<sup>th</sup> JUNE 2016

**REIMS LONG WEEKEND** (*Fully booked*)

FRIDAY 10<sup>th</sup> - MONDAY 13<sup>th</sup> JUNE 2016

**ST. PETER'S CAR SHOW**

SATURDAY 18<sup>th</sup> JUNE 2016

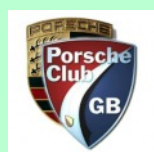


**CORRINGHAM CLASSIC CAR FESTIVAL**

SUNDAY 26<sup>th</sup> JUNE 2016

**MALDON CAR SHOW**

SUNDAY 3<sup>rd</sup> JULY 2016



**WALMER CASTLE VISIT WITH  
THE PORSCHE CLUB**

SUNDAY 17<sup>th</sup> JULY 2016

**SILVERSTONE CLASSIC**

FRIDAY 29<sup>th</sup> - SUNDAY 31<sup>st</sup> JULY 2016

**HELMINGHAM CLASSIC & SPORTS CAR SHOW**

SUNDAY 7<sup>th</sup> AUGUST 2016



**JDC JAGUAR DAY AT HYDE HALL**

SUNDAY 21<sup>st</sup> AUGUST 2016



**BATTLESBRIDGE**

SUNDAY 25<sup>th</sup> SEPTEMBER

*And there will be more.....*





REGIONAL EVENTS / OTHER EVENTS				
MONTH	DAY	DATE	TIME	LOCATION
				<b>2016</b>
FEB	TUES	2nd	8pm	<b>Club Night</b> Langdon Hills Golf & Country Club. <b>Visiting Speaker Terry Dye JEC Racing.</b>
FEB	SUN	28th	TBC	<b>Sunday Lunch at the Fox &amp; Goose</b> , Ongar Road, Cooksmill Green, Chelmsford, Essex, CM1 3SN. Contact Neil Shanley or Chris White. £5 deposit required. E-mail: neilshanley@btinternet.com
MAR	TUES	1st	8pm	<b>Club Night</b> Langdon Hills Golf & Country Club.
APR	TUES	5th	8pm	<b>Club Night</b> Langdon Hills Golf & Country Club.
MAY	TUES	3rd	8pm	<b>AGM Club Night</b> Langdon Hills Golf & Country Club.
MAY	SUN	15th	10am	<b>Battlesbridge Classic Car Show? To be confirmed.</b> Details nearer the time.
JUN	SUN	5th	10am	<b>East Sussex Jaguar Day</b> On Sunday, 5th June, the East Sussex Jaguar Enthusiasts Club are holding their Annual Jaguar Day in the grounds of The Observatory Science Centre in Herstmonceux. Pay on the gate: £7.50 per adult £5 per children
JUN	TUES	7th	8pm	<b>Club Night</b> Langdon Hills Golf & Country Club.
JUN	FRI/ MON	10th/ 13th		<b>LONG WEEKEND IN REIMS</b> Club European Tour staying at the Mercure Hotel in Reims.
JUN	SUN	26th	TBA	<b>Corringham Classic Car Festival</b> Details to follow.
NATIONAL EVENTS				
				<b>2016</b>
FEB	FRI/ SUN	18th/ 21st	10.00am	<b>LONDON CLASSIC CAR SHOW - EXCEL CENTRE, DOCKLANDS LONDON</b> The new and innovative London Classic Car Show was such a hit with visitors and exhibitors alike that when it returns in 2016 it will be bigger and better than ever. Leading names that have rebooked include Aston Martin, Citroen, Maserati, Nicholas Mee, Eagle E-types, Jim Stokes Workshops, Hexagon Classics and Classic Motor Cars. Go to: <a href="http://www.thelondonclassiccarshow.co.uk">www.thelondonclassiccarshow.co.uk</a>
MAR	SUN	20th	10.00am	<b>INTERNATIONAL JAGUAR SPARES DAY, Stoneleigh.</b> Further details to follow.
APR	SUN	24th	8am	<b>JAGUAR WORLD/JEC LONDON TO BRIGHTON RUN.</b> T.B.C.
MAY	SUN	1st	07:30	<b>GOODWOOD BREAKFAST MEET</b> Catering for open-roofed vehicles of all descriptions, old and new, to make the most of the early springtime sunshine. Registration needed, so go to <a href="https://grcc.goodwood.com/login/?src=breakfast-club-event-pre-registration#uoqPUuyCawBVHRY.97">https://grcc.goodwood.com/login/?src=breakfast-club-event-pre-registration#uoqPUuyCawBVHRY.97</a> and log in and then register.



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