

JAGUAR ENTHUSIASTS' CLUB

sharing the passion

ISSUE No 114 OCTOBER 2016 ESSEX THAMESIDE REGION



Palais Princier
de Monaco



Prince Rainier's Car Collection - See inside



CHAIRMAN'S MESSAGE

Hi All,,

Well Jackie and I are back from our cruise and refreshed. Then we had to go back to work!!!!

Anyway, the first thing to mention is that the balance is now due for the Christmas Dinner Dance with the Essex & Suffolk Borders Region and must be paid by the October Club Night on 4th. Please pay your balance (i.e.£100) to

Richard Gibby or Neil Shanley who is organising the event on behalf of our region.

Next, the trip to the Dutch flower festival that Richard was trying organise has been cancelled due to lack of support. Also, the trip to Laon Historique - the biggest UK Classic Car Pilgrimage - has currently only 6 members signed up for this. As we are joining other car enthusiasts, this is not so much of a problem, but bearing in mind we have had up to 20 members in the past attending our yearly jaunt across the pond, 6 is really rather low. There is time yet to book, but the hotel the 6 members are staying in may be full by the time you read this message. However, there are other hotels in the area that are being used. Please contact Kieran Line at Scenic Car Tours on Tel: 01732 879153 and make your booking. See page 10 for further details.

Arrangements are being made for another Sunday lunch in October. Chris White has made arrangements at The Fox & Goose, on the A414 at Chelmsford. There is a fixed price menu which is £27.50 plus 10% service charge. However, should anyone not require all 3 courses they will have their bill adjusted accordingly. If you wish to join fellow club members at the last Sunday lunch outing this year, please contact Chris at chriswhite@btinternet.com. A deposit of £5 is required by October Club Night please. Let's make it a big one and see the year off in style!!!

This past weekend we had our final show of the year at Battlesbridge. A report on the show will appear in next month's newsletter. I am pleased to say that as a result of our presence, we signed up 4 new members. To those four, welcome aboard. We do hope you enjoy the club for the following year and if you are unable to make the club nights on the first Tuesday of the month, do not despair, as I will assure you all that regular contact via e-mail will be forthcoming so you will not miss out on our pre-planned activities.

So to those that can meet at 8pm on Tuesday 4th October, club night, I look forward to welcoming you all and hope to see some new faces in attendance.

Doug Warren, Chairman & Editor

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*Club meetings are the 1st Tuesday of the month at 8pm: The Langdon Hills Golf & Country Club,
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JAGUAR XK8/R LUGGAGE RACK

For owners of Jaguar XK8/R's who haven't enough space in their boot, this new product is available on-line at: <https://www.cabriosupply.co.uk/luggage-racks/jaguar/jaguar-xk8-1996-2005> at a cost of £499. This is a limited edition luggage rack with brake light for Jaguar XK8/R constructed between 1996 to 2005. The size is 98cm x 45cm. It is made of polished stainless steel and has a built in brake light. Obtain directly from the manufacturer in OEM quality. Delivery within 1 to 3 working days. 14-day money back guarantee. Safe and easy payment on line. Insured delivery with DPD Couriers.



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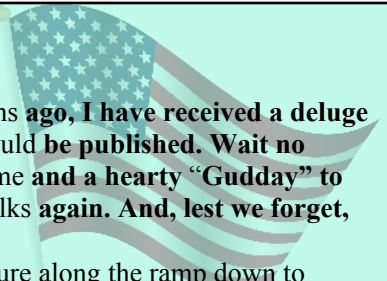
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JAGUAR

A DAY AT AMERICA'S CAR MUSEUM

PART TWO



Following the publication of my first article on this inspiring venue, a couple of editions ago, I have received a deluge of requests from two members asking when the next instalment of the museum trip would be published. Wait no longer, because here it comes. But, before we begin, let me first extend a warm welcome and a hearty "Gudday" to our readers in Brisbane and Melbourne....it was a great pleasure to meet up with you folks again. And, lest we forget, "Hello" to a very special person in Seattle.

Those with good memories will know that we signed off just as we were about to venture along the ramp down to Lucky's Garage on Level 3 and take in some of the stunning displays on the way down, for this is the Custom Coachworks Ramp, so named after the sparkling exhibits which reside along its length. This display of the best automobiles of mostly the inter-war years would have any sensible petrol head salivating and is one of my favourite zones. So, what is it all about? Well, basically, heritage. We all know that early cars were known as "horseless carriages", and they looked it, being built by horse drawn wagon/carriage companies that pioneered the West and were owned by the lucky few. When mass production brought down prices thereby increasing availability to ordinary working people, owning a car was no longer sufficient to set any self-respecting entrepreneur, business man, socialite or movie star apart from the masses. Sensing the opportunity, many of the remaining traditional manufacturers turned their coach building skills to create custom bodies on chassis supplied by the car manufacturers which both satisfied the needs of the rich clientele and started the "golden age" of hand crafted automobile coachworks.

Space is sadly lacking to detail all such coach builders here, but I will take a stab at a few that might ring some bells with our readers.

Back in 1917, the Lincoln Motor Company was founded by an uncle of Walter M Murphy, who duly awarded the California franchise to his nephew. Walter set about dressing the Lincolns in hand made coach built bodies and sought the help of George R Fredricks, a renowned coachbuilder, who he moved to Pasadena in California, to build specialist bodies not only for Lincoln, but also for top drawer marques including Packard, Rolls Royce and Duesenberg – particularly the iconic Model J. Celebs of the day – Rudolf Valentino, Buster Keaton et al – soon had them filling their garages.

The Brewster Company could trace its origins even further back to the early 1800's, but it was in 1910 that it built its automotive coachworks, catering for the high end of the market. Families including the Rockefellers, Vanderbilt's and Astor's were regular clients. Its bodies could be found on American-built Rolls Royce's, and, in 1924, RR of America bought the company. I believe that Rolls was the first foreign car maker to set up production facilities in the States (in 1919 in Springfield, Massachusetts). It still remains the only place outside England where they have been built. Sadly, the great Depression, high costs and marketing blunders put paid to both Rolls USA and Brewster by 1937.

Leaving Brewster in 1920, draftsmen Tom Hibbard and Ray Dietrich formed Le Baron Carrossiers. The Le Baron name was chosen from a list of French words that they thought would sound classy over the 'phone! Well, it must have worked, for a New York State Lincoln dealer hired them to design a sporty body for the old fashioned 1920 Lincoln he was selling. It was a sales success and they went on to design bodies for Packard, Cadillac Duesenberg, Lincoln and Chrysler, the latter still using the Le Baron moniker. Look for aerodynamic designs and a signature "sweep" of the body panelling to pick out their work.



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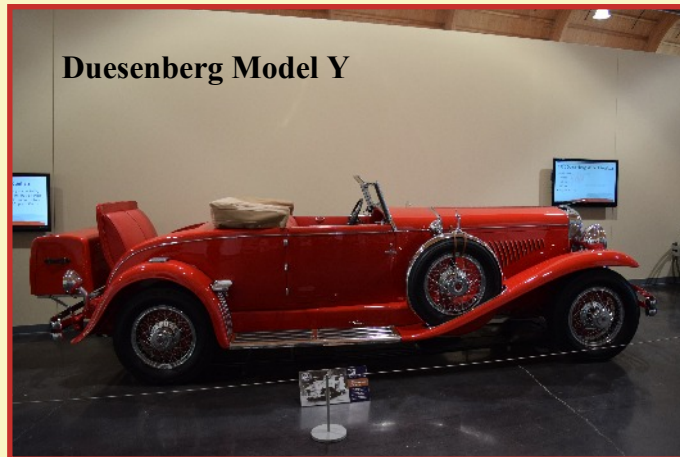
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The lucky owners were many and varied but they all had one thing in common....money and you needed lots of it to procure one of these dream machines. Let's take a look at a few as we pass down the automotive line up.

Representing American "royalty", and probably the richest of all, was John D. Rockefeller who made his fortune by refining oil and founding Standard Oil, better known in the UK as Esso, for obvious reasons. He was also a great philanthropist and died in 1937 at the ripe old age of 97. Having captured the great man's life story in four lines, I can now go on to say that until 1905, it appears that he was anti-car, plastering his estate with signs stating "No motor cars allowed" – a little ironic really, considering the industry that



Buick Abadal



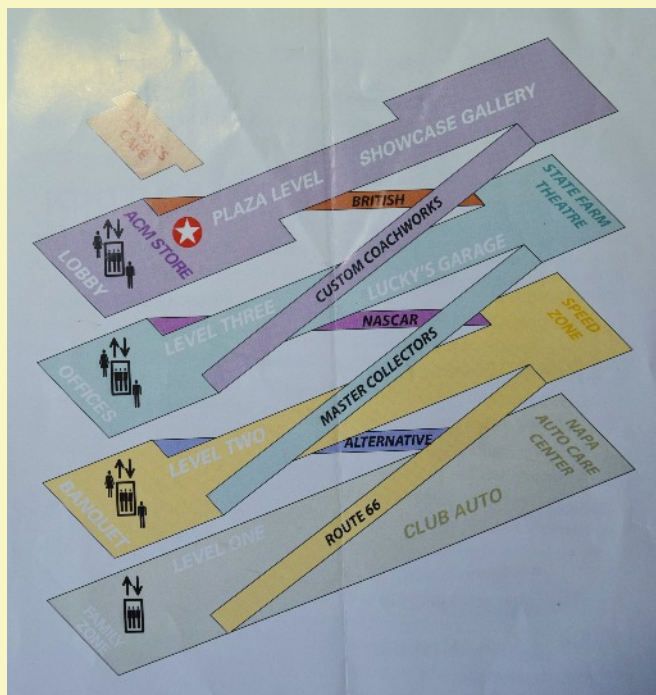
Duesenberg Model Y

engine with ram horn intakes, his friend, Clark Gable, decided he must have one too, so the factory made another one, hence doubling the total production run to two! As is often the case today, the factory never actually sold it to Gable, merely loaning it to him free of charge thus benefiting from the publicity which ensued. As a footnote, Gable took delivery of an early XK120 and one or two more after that which helped Jaguar's profile in the USA. Check out MDU 420, I believe that was one of his.

It wasn't just stars of the thirties that these cars were sold to. One of the highest paid actors of the silent era was Tom Mix (did he play cowboys?) who had a collection to match his status, owned a Duesenberg Convertible, clad in

coachwork by Brokaw Auto, which brandished cow horns from the radiator. His friend, Harley Earl – more on him later – designed him a car with a leather saddle on the roof! Sadly, not on display here.

One of his contemporaries, equally highly paid, was Roscoe "Fatty" Arbuckle an actor, comedian, screenwriter and director who started his career in 1913. He mentored Charlie Chaplin, discovered Buster Keaton and Bob Hope and was offered a \$1 million contract by Paramount – a staggering amount for 1920. Yet, he is little remembered today. This is most likely due to the scandal surrounding the death of a young actress at one of his parties. He was accused of raping and accidentally killing her – serious stuff – and convicted on, some may say, flimsy evidence. Between 1921 and '22, he was tried twice before finally being acquitted with a formal apology after his third trial. With his films banned and publicly ostracised, he worked occasionally as a film director until he was able to return to acting. Finally, on the same day Warner Bros signed him up for a full feature film, he died of a heart attack at only 45 years old. Very sad. But, he did own an imposing Pierce Arrow PA 38-C Brougham. It featured a hidden cabinet for Prohibition era liquor and it was only driven in fine



weather, since it had no windscreen wipers! In today's money it would cost \$300,000. There is a blue 1916 example on display here. It is significant since it is a "Nickel Period" car, which, as the name suggests had all its bright work made from nickel unlike the earlier brass adorned vehicles and the later "Chrome Period" cars. Not many "Nickels" however, have survived.



Duesenberg Model J

Strolling further along, we pass the Simplex, a Rolls 20/25 Silver Ghost Town Car bodied by Willoughby, a '24 Lincoln Model L, also a Town Car, with coachwork by Judkins, (this car completed the Pebble Beach 1500 mile Motoring Classic in 2006) and a '29 Cadillac Series 341B Victoria Coupe. Incidentally, 1929 was Caddy's most successful year to date and the Series 341B sported new innovations such as safety glass and an all synchromesh transmission which was as revolutionary as their 1912 self-starter, making driving that much easier and relaxing. Don't miss the bright red 1930 Duesenberg Model Y Roadster- 265 hp, straight eight, DOHC, manual three speed, capable of hitting 120mph – sublime! A little further along,

we see another Duesy – this time a Model J convertible sedan which starred alongside Bruce Willis and James Garner in the film "Sunset". It boasted a 6900cc 32 valve straight eight engine, designed by Fred Duesenberg and built by Lycoming producing similar outputs as the Roadster. Both cars are to die for, so who was behind these beautiful machines?

Errett Cord, a former racing car driver, mechanic, successful business man and, moreover, a talented salesman, is the person responsible for the Model J. He initially became involved with the Auburn Automobile Company, turning around its poor performance and eventually becoming its president. Whilst in this role, he bought the Duesenberg Company in 1926 and capitalised on its reputation of building successful racers with models such as the J. Poor Fred died in 1932 as a result of rolling his car at high speed becoming the first person to die as a result of an accident in a car bearing the owner's name. Finally, behind a magnificent 1920 Buick Abadal, stands the last car on the ramp – but far from the least – a 1923 V8 Lincoln 124A Touring Car, with an interesting history to accompany it. Since delivery in 1923, this car



1923 V8 Lincoln 124A Touring Car

has been owned by one family and has never been licensed. As the story goes, the family, Titus, ran a Ford dealership in Washington State and took delivery of the Lincoln, Ford having recently bought the company. Unfortunately it was too expensive for those used to buying Fords and it did not sell, so they kept it. One of only 1,182 built, it was the first car to cross the Tacoma Narrows Bridge on its opening day in July 1940 (see June issue Newsletter). In July of 2007, the Lincoln once again made the inaugural crossing of the latest Narrows Bridge which, thankfully, still stands today. The car has also carried Franklin Roosevelt and Queen Elizabeth II, amongst other notable dignitaries. As a footnote, I believe that the dealership still thrives in Tacoma and in Washington State in general as Titus-Wills.

Well, we are now at the bottom of the ramp and about to enter Lucky's Garage, so maybe I will save that for another time, but I couldn't leave before mentioning one of the most influential stylists of the first half of the twentieth century – Harley Earl. He started work in his father's custom coachbuilding shop in Hollywood catering to the movie stars of the time – see earlier. Later the shop was bought by Cadillac, who's General Manager, Lawrence P Fisher, asked Earl to design the 1927 La Salle. It was a success and impressed Alfred P Sloan, CEO of the mighty General Motors, who hired Earl to create the Art and Colour Department at GM, thus establishing the first styling department at a production automobile manufacturer and moving design from the bespoke to the more available mass produced vehicles. He was an innovator who introduced the practice of making full scale clay models of the car bodies to refine the design before production lending a more sculptural approach rather than the rectangular shaping seen on engineering focussed designs. The practice still goes on today despite CGI. With the completion of the Buick Y Job Show Car, he effectively originated the one-off Show Car used to gauge public reaction. We call them "Concept Cars" today. Wrap-around windcreens, two-tone paint and the ever increasing flamboyant "tail fins" were some of his signature design themes. And for those of you (well one really) lucky enough to own a Corvette, that was one of his initiatives also.

See you later.



Palais Princier
de Monaco



Exhibition of HSH The Prince of Monaco's Vintage Car Collection

At the end of the 1950s, the car enthusiast Prince Rainier III began collecting old cars. His collection gradually grew over the years as he acquired more and more models, and the garage at the Prince's Palace soon emerged as too small to contain this collection of around a hundred stunning streamlined and sporty cars, from majestic body work to gleaming hoods and regal radiator grills!

In 1993, Prince Rainier III therefore decided to open his precious collection to the public.

Located on the Terrasses de Fontvieille, the exhibition spans 5,000 m² and is unique in the world, bringing together around a hundred-odd different cars, from a 1903 De Dion Bouton to the 2013 Lotus F1 via Hispano Suiza, Rolls Royce, Lincoln, Facel Vega, Delage, Delahaye, Ackard, Humber, Napier, Ferrari, Maserati, Lamborghini, Alfa Romeo, the Lexus used for their royal wedding in 2011, and without forgetting the racing cars seen at the Monte Carlo Rally and the Formula 1's from the Monaco Grand Prix.

The late prince's collection runs to 100 vehicles – big and small, new and old, common and exotic, fast and slow – and most look like they've just rolled off the production line. It ranges from antique cars with polished wood, gleaming brass and a century on the clock.

Some are precisely what you'd expect in a royal collection: Rolls-Royces, for example, including no less than three from the year 1927, perhaps a special anniversary in the history of the Grimaldi family, which has ruled Monaco on and off (mainly on) since the end of the 13th century.



The former official cars aren't all staid Rollers and Daimlers. They include a big 1956 Chrysler Imperial with more bling than a Latin American drug dealer. It's two-tone, with whitewall tyres and flamboyant chrome work.

However, it's the small and the quirky that catch my eye, such as the 1937 four-cylinder Rosengart drop-top coupe. Rosengart? you ask. Yes, the name was new to me, too. But the little red and cream convertible is a peach. It's a pity poor Lucien Rosengart's car company never quite recovered from the impact of the German invasion of France during World War II.

Then there's the tiny BMW Isetta with three wheels, two seats, only one cylinder and just one door (at the front). But that's one door more than the Fiat 600 Jolly, which the royal family owned from 1959. Designed by Ghia, the four-cylinder Jolly is just a platform, with no doors, no roof and wicker chairs for seats. A rollover in this triumph of style over safety could have consigned the entire royal family to history.

So if you are in and around the South of France, please do call into Monte Carlo and see the Prince's collection.

Exhibition of HSH The Prince of Monaco's Vintage Car Collection



ET DE L' AISNE EN PICTARDIE

The trip planned for 2017 in conjunction with Scenic Car Tours has, at this time only 6 members attending. In order to encourage more members to consider this trip here are a few of the facts.

The cost of the trip can be between £179pp up to £349pp with a variety of prices inbetween, depending on the hotel standard required. There is also a price of £139 if you want to take your own tent!!! Check out Scenic Car Tours webside for more details. <http://www.sceniccartours.com/laon-hotels-prices-2017/4592223078>

As it stands, Essex Thameside Region members are staying at the Ibis Hotel in Laon. This trip cost £259pp.

The itinerary for the two/three days at the festival is as follows:

- On Saturday the fun begins. In the morning all participants will need to drive to the registration point in the old town to sign on for the weekends events. Here you'll collect rally plate, route book and joining instructions for Saturdays organised run in the local countryside with a 'parked lunch' included. On return to Laon, there will be some organised activities in and around Laon.
- On Sunday morning, all of the participating cars assemble in the old town ready for the highlight of the weekend - the closed street run!. As the name suggests, all of the streets are closed to traffic. The route extends over 6kms and includes a hill climb with hairpin bends, as you make your way to the old town centre. Remember, this is not a race as the whole town is amass with spectators lining the streets, who have come to watch the biggest cavalcade of classic & sports cars in Europe. Again, there will be activities organised in Laon after the run.
- There will be an optional Tulip Rally on Monday morning.

This will be a fun filled weekend and one that I would encourage other members to join in with.

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REGIONAL EVENTS / OTHER EVENTS				2016
MONTH	DAY	DATE	TIME	LOCATION
OCT	TUES	4 th	8pm	Club Night Langdon Hills Golf & Country Club
OCT	SUN	16 th	1pm	Sunday Lunch at the Fox & Goose has been arranged. Location - Wyse Road, Chelmsford, CM1 3SN between Chelmsford and Ongar on the A414. There is large car park. Fixed price menu £27.50 plus 10% service charge. However, should anyone not require all 3 courses their bill will be adjusted accordingly. A £5.00 deposit per person will be required at next club night on Tuesday 4th October 2016.
NOV	TUES	1 st	8pm	Club Night Langdon Hills Golf & Country Club
NOV	SAT	19 th	TBA	Essex & Suffolk Borders Annual Dinner & Dance Marks Tey Hotel - Essex Thameside Members invited - <i>Now fully booked.</i>
DEC	TUES	6 th	8pm	Christmas Club Night Langdon Hills Golf & Country Club
NATIONAL EVENTS				
				2016
OCT	SUN	9 th	10am	International Jaguar Spares Day Stoneleigh-Park Exhibition and Conference Centre, near Coventry, Warwickshire, CV8 2LZ Open to the public from 10.00 a.m. to 4.00 p.m. Admission £9.00 payable at the gate - no advance booking
NOV	SAT/ SUN	11 th - 13 th	09:00am	Lancaster Insurance Classic Motor Show at the NEC 2016 Join us for the largest classic motor show in the UK this November and enjoy all the sights our motoring history has to offer. The National Club will have their stand displaying Jaguars covering major model anniversaries and spectacular examples of Jaguars. For you the member you can take advantage of discounted tickets for entry to the show, one of the many benefits of being a Jaguar Enthusiasts' Club. If you are a member and would like to book tickets then use the discounted code CSCMS16. Link: http://classicmotorshow.seetickets.com/event/the-lancaster-insurance-classic-motor-show/nec/978241
NOV	SAT	26 th	11:00am	NATIONAL JEC AGM - The Jaguar factory, Castle Bromwich More details to follow.
MAY 2017	SAT/ SUN	5 th & 6 th	TBA	Royal Windsor Jaguar Festival In 2017, the National JEC is putting on our biggest-ever event - the Royal Windsor Jaguar Festival. They are not quite ready to unveil all the details, but we are thrilled to now be able to announce that the dates have been confirmed. More details to follow throughout the year. It is recommended that bookings for a hotel in the area be considered now as they are getting booked up quickly. Doug & Jackie Warren have booked the Holiday Inn in Slough for the Friday and Saturday night. Link: http://www.holidayinn.com/hotels/gb/en/slough

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