

JAGUAR ENTHUSIASTS' CLUB

sharing the passion

ISSUE No 115 NOVEMBER 2016 ESSEX THAMESIDE REGION

**Isle of Wight
Show**

**Battlesbridge Show
Report**

**British Motor
Museum**



**Petroliana
A brief history**



CHAIRMAN'S MESSAGE

Hi All,

I begin this message to announce that an A3 sized 2017 'club calendar' will be for sale from the November club night. The cost is just £10. Some members' cars are featured on each month. There is a limited supply so it will be on a first come, first served basis.

Also, following a recent meeting of the committee, we have agreed on a club rally plate to be made for when we attend various shows and events in future. These rally plates are hoped to be ready for distribution, again from the November club night. These can be purchased at just £6 each, which include screen fixers or cable ties.



Plans are being made to attend the British Motor Museum in April 2017. It has been suggested that those wishing to make a weekend of it book into the Holiday Inn Express Warwick - Stratford-upon-Avon, on Saturday 8th April and attend the Museum on Sunday 9th. Current prices at their internet website indicate a rate of around £50:00 for the room and breakfast. Should you wish to undertake this, please book directly. However, if circumstances prevent you from staying over, then why not join fellow members on Sunday at the Museum. Discounted club rates are available if booked through me.

During discussions at the committee meeting, the issue of members' renewal was raised and the inordinate amount of time that it sometimes takes to process all members' subscription. We have decided to consider having a fixed date membership in order to assist the membership secretary with the role. Therefore, it has been suggested having a annual membership date of 1st April - no it's not an April fool! What is being proposed is to ask current members to pay whatever the proportion of their membership to co-inside with that date. e.g. March renewal will be charged at one month + 1 year. June renewal would be charged at 10 months. You will be advised accordingly of the fee. This will help us manage the membership easier than we have ever done in the past. We ask that members consider this change and we will discuss it further at our club meeting in November before a final decision is made.

Doug Warren, Chairman & Editor

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2015/2016 COMMITTEE

Doug Warren
Chairman & Editor

dwarren169@btinternet.com

Steve Rider
Vice-Chairman

s rider@live.co.uk

Vaughn High
Club Secretary

vaughn.high@sky.com

Richard Gibby
Treasurer & Webmaster

rwgibby@gmail.com

Gill Cain
Membership Secretary

jeccain451@outlook.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*

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Isle of Wight Classic Car Show 16/19 Sept. 2016

Twenty six friends and club members visited this show, staying at Warners Norton Grange site.

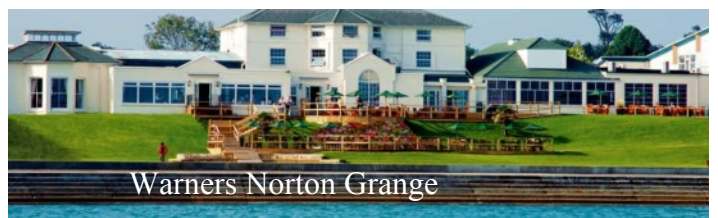
The weather on the way down to the ferry from Portsmouth was very inclement! And didn't improve much after we arrived at noon, because the boat trip on the 'Waverley' paddle steamer round the Needles was cancelled because the rough sea prevented the ship pulling into the jetty!

After that, the weather improved for the car show on Newport Quay the next day, where many makes of cars were on display, including those from JEC Isle of Wight region. Sunday was at our own choice, so some stayed around the site, enjoying the pitch 'n putt, bowls and swimming, while others visited some of the tourist attractions around the island. In fact, Sunday was the best day for the weather. We enjoyed lunch on the sun drenched decking overlooking the Solent, listening to fantastic live guitar music. Wow!



Unfortunately, had to return home on Monday, but once again, we had a fabulous time. Great venue and good company!

Mary.Monk



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BATTLESBRIDGE SHOW REPORT

To start with, my thanks go to John Eusden, Ray Collins, Andy Munden, Bob Cain and Ray Holder for assisting with erecting of the stand on Saturday 24th September. Also for Ray Holder for collecting the equipment from my home in his van. Without these members help, we would not be able to put on a great display.

The day started with an overcast sky with the threat of rain. As cars waited to enter the site via the exhibitors entrance, there were a few rain showers. However, as the day progressed, the weather turned out fine and consequently, it brought out the classics and the crowds. The club area were again full with various regular club stands as well as some new ones. Trade stands were as usual in high numbers and various car bits and pieces could be found.



There were a number of rare cars on display in the individual display area, one of which was this Lancia Flavia Sport by Zagato, the Italian styling house. Designed by Ercole Spada, Zagato's main man of the era, it possessed some earlier Zagato motifs, such as the windows into the roofline, which harked back to the Panoramic Fiats of the early fifties. Built in 1964, it is one of 26 RHD versions imported into UK. The cost at the time was £3,000. In comparison an e-type Jaguar at the time was £1,900, therefore making this car quite expensive for its day. The car had an 1800cc 4 cylinder

boxer engine that features twin webber carburettors giving an impressive 102HP. It had an aluminium bodywork over a steel frame. For a car of this age and rarity, I find it odd that they only attract values of around £30k, were as the e-type attract well over £50k. Anyway, we all had a great day at the show and we were able to sign up 4 new members. The show awards judged by the organisers for the day are as follows:

| | |
|---------------------------|--|
| Highly Commended: | Austin 7 Van 1978 Scimitar GTC 1976 Rover V8 1964 Galaxie 500 |
| Best Commercial: | 1950 Bedford OB Duple |
| Best American: | 1938 Ford Coupe |
| Best Special: | 1948 Daimler |
| Best Club Car: | MGB GCH 866C |
| Runner up Club Stand: | Essex Classics |
| Best Club Stand: | Sporting Escorts |
| Runner up Car of the Day: | 1965 Bond Equipe (below) |
| Car of the Day: | 1968 Volkswagan 1500 Beetle |







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BRITISH MOTOR MUSEUM

Since the club visited the British Motor museum in 2015, there has been a multi million pound investment in the site. The first thing to note since our visit is that the entrance to the main museum has changed and is now situated on the left side of the building, no doubt to give a better display area within. Also, there is now a



exhibition hall on two floors from JLR, with many Jaguars from the Dr James Hull collection, as well as some important prototype Jaguars and Land Rovers. One Land Rover that stood out at the museum, was an early 1955 prototype. As sales flourished in the early 50's, Rover began to explore the concept of a new model which would be positioned between its car range and the Land Rover models. It was to be more car like but retain the cross country abilities of the Land Rover, without its utilitarian image. Rover settle on the name "Road Rover" for the project which began in 1952!!



The initial "Road Rover" design was based on a modified P4 car chassis fitted with a Land Rover engine. Initially a four wheel drive unit was planned but later prototypes were rear wheel drive only. The austere and simple body was nicknamed "Greenhouse" In common with its sister Land Rover with which it shares a resemblance, the first "Road Rover" made use of aluminium body panels

By 1955, Rover took a different approach to the project, the later Series II prototype taking styling cues from the American station wagon. The Road Rover project was finally abandoned in 1959, although a few years later, the work would begin on ideas for the Range Rover, which would span the gap between car and 4x4 vehicles which Rover had identified two decades earlier. Here are pictures of that said vehicle.



With regards to Jaguar prototypes, one that did stand out for me was the C-XF. Unveiled at the Detroit Motor Show in January 2007, the Jaguar C-XF which was the work of Jaguar's Design Director Ian Callum and the Head of Advance Studio Julian Thomson. This was their fourth concept car following the R-Coupe of 2001 also on display, the R-D6 of 2003 and the ALC of 2005. The sequence of these four cars demonstrates a remarkable transformation of Jaguar design from the style traditionally associated with the marque to a new, very different and above all very modern and contemporary approach. Despite the C-XF being a departure from any previous Jaguars, Ian Callum was very conscious of the Jaguar heritage. In his view, throughout its history, Jaguar had created some of the most striking, modern and beautiful saloons. The object of the C-XF was to create a car which in the modern age had a greater impact, as the Jaguars of the past had in their day. The classic saloons, such as the Mark II and the original XJ gave Jaguar a unique position, which in Callum's words "Were having back." This concept car is bigger than the XF that it ended up as, almost as long as a 2010 MY XJ LWB and lower. Fortunately, an XJ is parked in the museum next to the C-XF so comparisons can be made. Note that there is no visible door handle on the rear door but instead is incorporated in the window surround such as some Alfa's have, which is aimed to make it more sporty. Unfortunately this wasn't carried over the the production XF.

There are also a number of other Jaguar prototypes and concepts on display, such as the 2001 R coupe concept, 1988 Jaguar XJ42, 2000 Jaguar F Type concept and a 2002 polished aluminium XJR (X350 model). It appeared to me that virtually all Jaguar models throughout its history were on display. In particular, one that did catch my eye - possibly because of the colour as you can see from the photo below - was a 1933 SS1 16hp Tourer.



PETROLIANA - A BRIEF HISTORY

In August I went with two Suffolk Jaguar friends from Thames Valley and Kent to a special show in Surrey, organised by a local property developer in aid of Help the Heroes. Held in the grounds of his farmhouse, about 800-1,000 cars turned up including some very rare machines. Robert Lewis has his own collection of about 35 cars, all beautifully restored and painted, including an SS1 Airline, an SS1 drophead, an SS100, an SS 2.5 litre, an XK120, some MGs and several Edwardian cars.



[PICTURE OF SS CAR]

Midway through the morning we heard an announcement that there would be a 20-minute talk in the garage housing his vintage cars. We didn't hear what the subject was, but went there anyway. Having made our way through the crowd to reach it, the speaker stood up and announced he was going to talk about petrol. Our spirits sank, as it didn't sound very enticing and we'd be stuck there for at least 45 minutes.

How wrong we were! He was a good speaker and made his hobby, the history of petrol distribution and pumps, absolutely fascinating. I would like to thank Alan Chandler, and provide a link to his website: www.petroliana.co.uk. I cannot do justice to him, but the following represents just some of what he said.

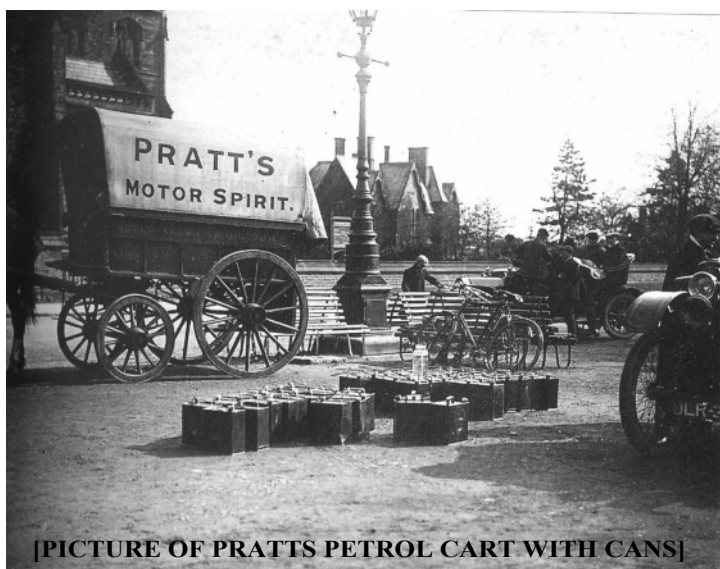


ALAN CHANDLER SPEAKING

The first steam-powered, self-propelled vehicles were difficult to operate. Their boilers required at least an hour or more firing by a stoker ('chauffeur' in French) to create enough steam to start. The 1865 Locomotive Act, known as the 'Red Flag Act', also imposed a speed limit of 4mph (2mph in town) and demanded a crew of three with an additional person walking at least 60 yards in front with a red flag to warn others and help with horses.

The internal combustion engine was much lighter and more convenient, making personal transport by car a real possibility. However, largely because of the above legislation, its development in Britain lagged behind that of Europe and America. Cars were expensive and, in its earliest days, motoring in Britain was the preserve of the wealthy few, not helped by the sometimes arrogant attitude of rich motorists causing additional resentment.

Fuel, then known as motor spirit ('petrol' was a trade name used by Carless Capel & Leonard), was distributed by rail and horse-drawn tankers, then pumped by hand into barrels. It was sold from chemist shops, or purchased and delivered to the owner's home, in 2-gallon cans. Only a limited quantity could be carried or stored - its explosive potential was understood - and a deposit of 2/6d (eventually rising to 9/-) was paid on each can. There were more than 200 different distributors but no filling stations and many roads, especially outside towns, were unmetalled. So, up till the First World War, long-distance journeys represented quite a challenge. However, as motor cars and their use became more popular so the demand for fuel increased. Chemists, blacksmiths and general stores began selling petrol on the roadside, pumping it from barrels on carts ('chariot pumps'), or via free-standing pumps or wall-hung pumps, into 2-gallon cans which were then tipped into the car with a funnel. The first public pump selling motor spirit is thought to have been at Brooklands Circuit in 1908.



[PICTURE OF PRATTS PETROL CART WITH CANS]

Almost all such 'skeleton' pumps were imported from S.F. Bowser or Gilbert & Barker in America, as there were no English makers. Australians still use the term bowser. One advantage of this system for early motorists, who understood the variation between brands and were suspicious of unscrupulous vendors, was that they could easily see the quantity they were paying for, use a filter with the funnel for particles and see the fuel (to check it really was petrol) as it was being poured into the car.



[PICTURE OF BOWSER SKELETON PUMP]

As demand and the quantities of fuel rose and the fire risks increased, so did the need for underground storage tanks and more sophisticated 'skeleton' pumps. However, motorists were suspicious of these: how could they be sure they were getting the right amount of uncontaminated fuel? The favoured solution was to pump the fuel up, two gallons at a time, into glass cylinders where it could be inspected and then fed by gravity through a hose into the vehicle's tank.

To make the pumps more visible to passing motorists and attract custom, the pumps often carried a beacon light, the equivalent of today's huge neon sign at the entrance to a petrol station. They also developed stylistically; French-made

pumps were quite impressive and Art Deco designs became popular in the late 1920's and 1930's.

Excavating an underground tank and purchasing the equipment was expensive. Shell was the first to come up with the idea of doing this for a discounted price, repayable in instalments, in exchange for a



[PICTURE OF CHARIOT PUMP]



[PICTURE OF GLASS CYLINDER PUMP]



[PICTURE OF ALDERMASTON FILLING STATION, 1920]

commitment to sell only their brand of fuel - the first 'tied' garages. The first purpose-built filling station was opened by the AA - an organisation originally founded by motorists to warn each other of police speed traps ahead - at Aldermaston near Reading in 1919. As the number of cars on the road expanded dramatically, with the launch of the Austin 7 in

1922, and Ford's expansion at Dagenham and launch of the Morris Minor in 1928, so too did the number of petrol pumps.

They also developed technically as the need grew to dispense larger quantities more quickly. Five-gallon glass cylinder pumps became more popular. When metering pumps came into use, a small glass globe with a turbine inside replaced the measuring cylinder, but assured the customer that gasoline really was flowing into the tank.

Brands such as Pratts, Shell, BP and Esso and others became larger and more dominant, with more 'tied' arrangements. The popularity of pumps which could dispense three or four different brands of fuel diminished. The first electric pumps appeared at the end of the 1920's and began to be seen in the newer filling stations and roadside garages in the 1930's, slowly replacing earlier pumps throughout the 1940's and 1950's.

Alan Chandler says that his personal interest is in the early history, up to the 1940's. However I'm sure that the history of petrol stations since the second world war could be equally interesting.

Richard Gibby



[PICTURE OF SHELL PUMP]

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| REGIONAL EVENTS / OTHER EVENTS | | | | 2016 |
|--------------------------------|-------------|---|---------|---|
| MONTH | DAY | DATE | TIME | LOCATION |
| NOV | TUES | 1 st | 8pm | Club Night Langdon Hills Golf & Country Club Guest speaker - Steve Rider on the Le Mans Classic |
| NOV | SAT | 19 th | 18:30 | Essex & Suffolk Borders Annual Dinner & Dance Marks Tey Hotel - Essex Thameside Members invited FULLY BOOKED |
| DEC | TUES | 6 th | 8pm | Christmas Club Night Langdon Hills Golf & Country Club The end of the year club meet has a quiz night planned, raffle with great prizes, as well as our normal Christmas finger buffet. Please come along and enjoy the evening. |
| | | | | 2017 |
| JAN | TUES | 3 rd | 8pm | Club Night Langdon Hills Golf & Country Club |
| JUN | FRI/ MON | 2 nd to 5 th | | Laon Historique Classic Car Event. Organised by Scenic Car Tours. If interested, please book directly at http://www.sceniccartours.com/laon-historique-2017/4592226830 |
| JUN | FRI/ MON | 16 th to 19 th | | Warners Hayland Island and Beaulieu Long weekend break in the UK and a trip to the Motor Museum at Beaulieu, which is hoped to incorporate 'Simply Classics & Sports Car or Hot Rod & Custom Drive-In Day'. To be confirmed. FULLY BOOKED |
| NATIONAL EVENTS | | | | |
| | | | | 2016 |
| 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 This years AGM will be held at the Jaguar Lander Rover Castle Bromwich facility: Chester Road, Castle Vale, Birmingham, West Midlands, B35 7RA. Start time is 11:00 am prompt. |
| MAY 2017 | FRI/ SAT | 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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