

JAGUAR ENTHUSIASTS' CLUB

sharing the passion

ISSUE No119 MARCH 2017

ESSEX THAMESIDE REGION



CHAIRMAN'S MESSAGE

Hi All,

First, I would like to apologise for the internet problem experienced this month. Unfortunately, some 'toe rag' managed to access my contact list and send all members on the internet a message indicating I was trapped in

the Philippines without money and asked for help from you all. If only.....

Anyway, this is the second time this has happened over the recent years and highlights the need for you all to change your passwords on a regular basis. I still to this day, don't know how they got mine. Then not only did the 'hacker' get my contact list, he/she managed to change my return address which meant those members returning mail to me were in fact sending the message to the 'hacker'! I am confident that all has been resolved and I am back to normal.

Inside this month's newsletter is a request from member John Squibb's daughter Haydn. She writes: *"I am running the London Marathon for Anthony Nolan again in a few weeks time! I am hosting a Pub Quiz at The Crumpled Horn in Upminster on Monday 27th March to help raise some funds. Also, I was wondering if you would like to have a team? It's £5 a head with teams up to 10."* Anyone interested, please contact Haydn directly - see address on poster on page 4.

Polo shirts and the new club logo was discussed at the February club night. Orders are trickling in to Neil Shanley, so if you want to get new polo shirts see article on page 9.

Visits are being planned to the British Motor Museum and for Drive It Day, both in April. See article inside. Both Vaughn High and myself need to know numbers, so please let us know if you wish to attend either or both of these events as soon as possible as numbers are need to be confirmed. Please do so even if you have sent me a message already between 7th & 20th Feb.

Hope to see a number of you at the club night on 7th March.

Doug Warren, Chairman & Editor



Club meetings are the 1st Tuesday of the month at 8pm: The Langdon Hills Golf & Country Club ,

*Lower Dunton Road, Bulphan, Essex, RM14 3TY
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ESSEX THAMESIDE REGION

2016/2017 COMMITTEE

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Neil Shanley, Steve Perryman
& Mary Monk.



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SUNDAY LUNCH AT TOP MEADOW

On Sunday 12th February, 30 members of the club visited Top Meadow Golf Club nr. Upminster, for a Sunday lunch. Organised and arranged by Mary Monk, it was an out and out success. The food was well prepared and hot. Bearing in mind the number of members attending, along with the other customers at the restaurant, it was a well organised affair. The staff at Top Meadow did us proud and we all had an enjoyable afternoon.



Photos
courtesy of
Jean Pearce



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JAGUAR

"DRIVE IT DAY" 23.4.17



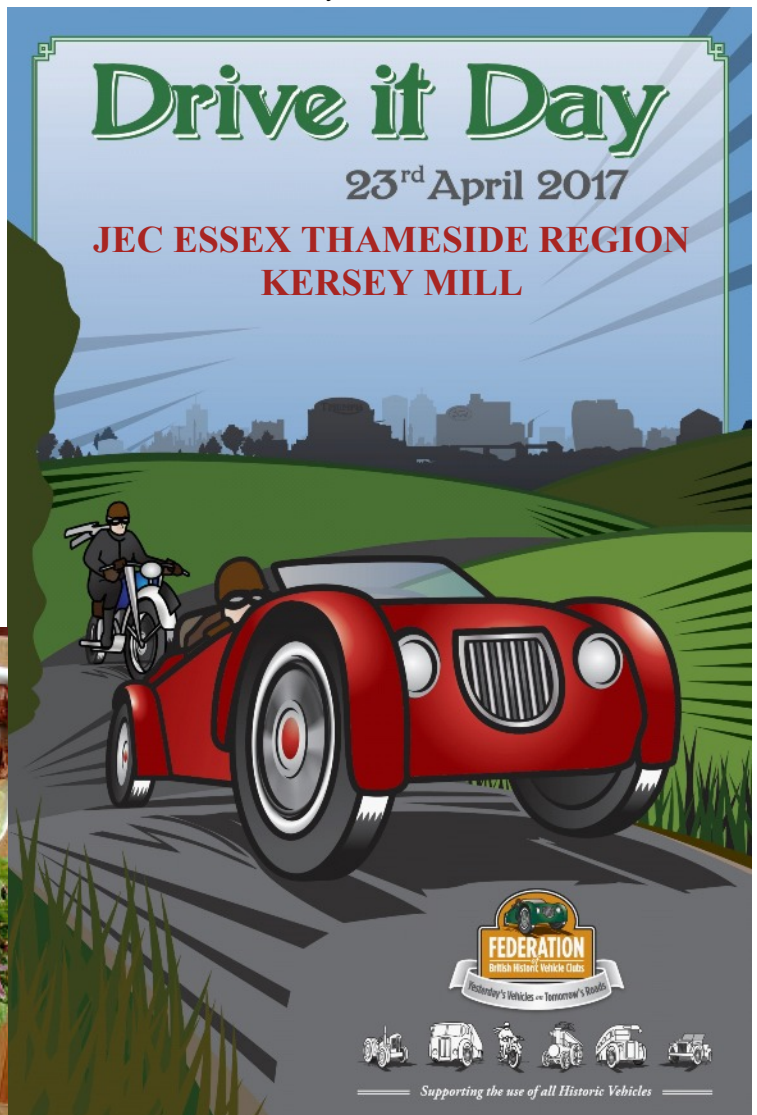
Sunday 23rd April 2017 will be the National "Drive It Day" event. What is National Drive It Day? It commemorates the 64 cars that left London on the first day of the Thousand Mile Trial on 23 April 1900. The Royal Automobile Club Thousand Mile Trial started in London and passed through Bristol, Birmingham, Manchester – travelled through Scotland – then passed back through more English locations until they were back in London again. The tour lasted until May 12th and 46 out of approximately 65 starting cars made it to the finish line.

Each year the Federation of British Historical Vehicle Club supports car clubs, throughout the UK, to commemorate this amazing achievement back in 1900 and encourages classic car owners in getting their vehicles out on the road on this day.

Essex Thameside Region will be participating in this event by arranging a visit to North Weald Airfield at 08:30am for a bacon buttie and coffee/tea. We will then proceed across country to Kersey Mill, nr Hadleigh on the Essex/Suffolk borders for a gathering of classic cars and a visit to the mill. Other attractions will be there on the day. Please note admission is free.

Following our visit, we will then continue our road journey to the 'Palm Tree' Chinese restaurant in Rayne, nr Braintree, for a fixed fee menu = £16:50 pp. inc. a crispy batter banana for a desert!!

Organised by Club Secretary, Vaughn High, please let him know as soon as possible, if you wish to attend by e-mailing him at vaughn.high@sky.com. Deposit required of £10 per couple.



420 AT 50 *by Neil Shanley*

The 20th anniversary celebrations of the XK8, well recorded last year in these and many more magazines' pages, somewhat overshadowed that of another, if less glamorous, of Jaguar's products. It was, of course, the 50th year since the introduction of the Jaguar 420, marked by Paul Skilleter in the March issue of our JEC magazine and by Jim Patten's article in *Jaguar World* – which featured your writer's car. Let us also not forget Patrick Moynihan's column in the national mag – sorry I couldn't make it to the gathering in October. Whilst these may seem to be a fully adequate response to such a milestone, my belief is that you can never have enough of a classic Jag, especially the surprisingly overlooked 420. So read on whilst I fly my solitary flag for the model that comprises half of my Jaguar collection...well, I only have this and the XJS, so not so hard to do!



THE BACKGROUND

At the start of the 1960's, Jaguar's breadwinners were the compact Mark 2 sports saloons, derived from the earlier retrospectively named Mark 1's from the 50's. The Mark IX was still in production and it too shared a sporting pedigree from the many races and rallies it was entered into but it was now long in the tooth and in need of replacement. The new Mark X saw to that. It was a bloated looking machine to some eyes and, whilst no slouch, could hardly be described as sporting. Jaguar were indeed moving away from their traditional sport models to target a more sophisticated executive market, as evidenced by the omission of a direct replacement for the Mark 2. Unfortunately sales of the Mark X were lower than expected, especially in the States, Jaguar's most fertile market. Its bulk and subsequent lack of athletic prowess may well have weighed heavily against it in prospective purchasers' minds. What was needed now was something smaller than that car, but more sophisticated than the Mark 2, to plug the now obvious gap and, crucially, to maintain sales. To some degree the Daimler 2.5 litre V8 Mark 2 derivative helped, but more was required.

THE S-TYPE

So, in 1963, a new mid-range Jaguar was launched, the S-type, which was available with 3.4 and 3.8 power plants. The 2.4 litre engine was not offered in the S-type to further reinforce that car's higher position in the Jaguar model pecking order. With limited time and money available – when was that not the case? – a few compromises were necessary if the car was to reach production. The first being that it was based on the still current Mark 2, using most of its body shell. The all new rear end styling, incorporating a much enlarged boot, was in the style of the Mark X and also took advantage of the same independent rear suspension. The interior benefitted from more walnut veneer and an increase in rear passenger space as a result of redesigned roof line and seating. The overall ambience was improved whilst maintaining that traditional Jaguar feel.

THE 420

This rapid facelift of the Mark 2 was rear end biased and did not, however, include much change to the front, leading to, in my eye, an imbalance in the overall styling. The curvaceous front being at odds with the more angular back. This was finally resolved in 1966 when sufficient finance was available to allow Jaguar to graft a new nose onto the S-type and, in the process, substituting a 4.2 litre version of the XK engine. That final facelift was named the 420. The styling was now balanced and the 420 became the car that the S-type should always have been.



THE UPGRADES

In addition to the nose job and larger engine, the new 420 came with other useful upgrades not least, better cooling, made possible by the larger radiator grill, more space around the engine, as a result of the restyle, which also provided more space for a larger re-designed radiator.

An improved water pump and a viscous coupled fan finished the job. An alternator, pre-engaged starter motor and Varamatic power steering were key improvements which helped to differentiate the new car from the S-type. The suspension was carried over. The brakes were now a dual circuit system with three-pot callipers on the front and re-designed discs. In the cabin there were few changes the most noticeable being the padded surround to the dash board and the substitution of padded door capping in lieu of the previous walnut veneered items. The timber "book ends" to the ventilation controls were also deleted and replaced with vinyl. A heated rear window and overdrive were also offered. One interesting feature introduced with the 420 is the clock which was incorporated into the top of the dash board padded surround. This was as a result of the change to impulse driven rev counters which left insufficient space inside their casings for the small clock that was previously combined within the instrument. Incidentally, the clock was transistorised and powered by an individual battery located within the dashboard and not, therefore, connected to the vehicle's main wiring loom. Big mistake!! Have you ever come across one that works, let alone tell the time reliably? Thought not! It is also a shame that they did nothing to the heating system. Throwing it out would have been a good start.



THE DAIMLER

To further spread the choice, a badge-engineered variant of the 420 was made available to satisfy all Daimler devotees - the Daimler Sovereign. This was offered with a few more refinements, and a higher price. Perforated and better quality leather, veneer and sun visors, together with a fluted radiator grill and rear number plate light assembly were the key changes. The production run of both the Jaguar 420 and Daimler Sovereign was short. Since the introduction in October 1966, to its UK demise in August, 1968 (OK, one car was built in September) 10,236 420's were built with approximately 847 being sent to South Africa as Knocked Down Kits. The Sovereign never sold much outside the UK and continued in production until 1969 with a final total of 5,824 built. Whilst these numbers are not great, during its years of production, the 420/Sovereign outsold the S-type and became Jaguar's best-selling saloon of the time.

THE RANGE

The introduction of the 420 brought the number of saloons concurrently being offered for sale in the Jaguar range to around nine. The S-type was still selling well enough to keep it on offer alongside the more expensive 420. It became clear that Jaguar could not cope with all these variants, plus the E Type sports car range. The cut backs that occurred in 1967 saw the 3.8 Mark 2 dropped, the introduction of the less well specified 240 and 340 versions of the old Mark 2 and some rationalisation of the options catalogue. Waiting in the wings, however, was THE game changer. Introduced in 1968 the all new XJ6 replaced all the Jaguar saloons at a stroke. It was the perfect design to bridge the gap between the compact Mark 2's and the large Mark X and was the logical progression of what started with the S-type and later the 420. Both were stop gap models which, in the medium term, resolved the problem Jaguar experienced in moving away from their competition roots to a broader luxury express market. The XJ6 nailed it for Jaguar, but it was the S-type and finally the 420 that blazed the trail.

MY CAR

RGB 43G was a late registered car – August 1968, and was one of the last 400 or so to leave the production line. This is apparent from the ribbed cam covers which were introduced during that month. The car also came with radial tyres, overdrive, a radio, front fog lamps (Cibies), telescopic steering column, front inertia reel seat belts, heated rear window (a few strands still work) and laminated windscreen. I would like to say "and much more" but there really wasn't, so I just enjoy it as it comes. It may not be as fashionably popular in the classic Jag hallowed halls of fame as the Mark 2, but it is a better all-rounder....and it makes me smile.



1967 - 50 YEARS AGO

By September 1967, Jaguar was rationalising its saloon car range, which meant that the existing Mark II models were re-designated as the 240 & 340, falling in line with the new 420 model. Changes included the fitting of slimmer bumpers as seen on the S-type and a new design of hubcaps. The fog and spot lamps were deleted, being replaced by a pair of chromed grilles. Ambla upholstery was standard, with leather as an option. On the whole, the revised cars were not as generously equipped as before.

The Mark II 3.8 litre engine was discontinued and only the 2.4 litre and 3.4 litre versions were available (although there are indications that some 340's were delivered with 3.8 litre engines to special order.) The engines were modified with straight port heads. The 240 now had twin SU carburettors, which meant that the power of 133bhp and performance were improved over the 2.4 litre Mark II/ Top speed was 106 mph and the car reached 60 mph in 12 seconds.

The prices for the cars were £1,365 for the 240 described as 'the best Jaguar bargain of all time' and £1,422 for the 340. The 340 stayed in production until September 1968, with 2800 vehicles being produced, whilst the 240 continued until April 1969, with 4,446 vehicles being built. The 240 then was still in production after the Jaguar XJ6 Series 1 was launched at the London Motor Show between 16th to 26th October 1968 in both 2.8 litre and 4.2 litre versions. 2018 will be the 50th anniversary of the Series 1 XJ6, so expect to see a lot of celebration events organised by the national club throughout the year for XJ6 Series 1 owners.





New for this year, the club is attending the Bromley Pageant of Motoring. The Peter James Insurance Bromley Pageant of Motoring is the world's largest one-day Classic car show.

The Pageant is established as something of an institution amongst enthusiasts from all over the world. Where else would you find more than **3,000 classics** in one place? It is a superb celebration of this wonderful way of life – a true flavour of a bygone age – and provides one of the best opportunities available to soak up Bromley's unique atmosphere of friendly club stands, displays and fellow enthusiasts.

The Peter James Insurance Bromley Pageant is famous for its one-make section where vehicles of each make and model can be entered and parked together. From Ford Cortina's to Aston Martin's more than 1600 cars featured in this area last year. If you wish to attend, go to the link below and use the drop down menu to access our club - JEC Essex Thameside Region's - to order your pass.

The password to use is: **JECETS2017**

Link: <https://kelseypublishing.flameconcepts.systems/group>

Show Opening Times: Sunday 18th June 2017: 9.30am - 5.30pm



In April, a trip has been arranged to the British Motor Museum in Gaydon.

Since our last trip in April 2015, there has been quite a lot of changes, including the addition of a new hall housing a number of 'special' Jaguars and Land Rovers. Well worth a viewing!

The Museum and Collections Centre at the British Motor Museum house the collections of the British Motor Industry Heritage Trust which cares for the largest collection of historic British cars in the world, along with an archive containing more than one million objects, from photographs and film, to publicity material and technical records. Together this historic material tells the story of the British motor car, and the industry that has produced them, for more than a century as well as giving a unique snapshot of British social life in those years. Today, the car collection is nearly 300 strong. The base of the collection stems from the Trust's historic beginnings as British Leyland (BL) Heritage but it now takes in smaller manufacturers such as Morgan and niche producers such as Land Rover and Jaguar, as well as the mainstream producers from the past, such as Austin and Morris.

The Trust also works closely with the heritage arms of Britain's major car concerns, including Ford, Jaguar and Vauxhall, to bring some of their historic vehicles to the museum for visitors to enjoy.

The central purpose of The Trust's Collecting Policy is:

"To collect, for the benefit of the nation, motor vehicles, artefacts and archive material relating to the British motor industry."

Space to store and display vehicles is always at a premium, so the Trust is limited to collecting vehicles that have some historic significance and are not already represented in the collection. Every item that it collects has been made by or is connected to British motor manufacturers.

Donating a Vehicle

Should you be interested in donating a vehicle to the British Motor Industry Heritage Trust, the person to contact is our curator. Please email with as much detail about the car as possible to: enquiries@britishmotormuseum.co.uk

We are planning to visit on Sunday 9th April 2017 at 10am. Anyone wishing to join the club should contact Doug Warren at dwarren169@btinternet.com or call him on 07788637057. Entry price is currently around £14 pp, but provided enough members join in, a cheaper group entry fee will apply. Some members will be staying in the area on Saturday evening. If interested, contact Doug Warren for further details.



NEW CLUB POLO SHIRTS AND LOGOS

Neil Shanley (neilshanley@btinternet.com) has kindly arranged new club logos for the members. Please see photos attached of the logos. There was an issue with the "wing" badge but this has been rectified.

Neil would like to get some feedback from members - basically, how many would want to purchase a polo shirt and which colour and logo combination they would choose.

Neil thought that at first we would just offer Polo's and then follow up with, say, T-Shirts, Sweatshirts etc.

There are 5 basic colours;

Black White Red Bottle Green Navy

There are others possibly available. These would need to be confirmed - burgundy, orange, sunflower, sky blue, light pink, light graphite, lime, forest green, heather grey, kelley green, fuchsia, azure blue, royal blue, deep navy, purple, ash and khaki.

See below sizing matrix for male and female sizes.

Men's & Unisex

Men's Size	S	M	L	XL	2XL	3XL	4XL	5XL
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Chest to fit (cm)	89-94	96.5-101.5	104-109	112-117	119.5-124.5	127-132	134.5-139.5	142-147
Collar (ins)	14.5-15	15.5	16-16.5	17-17.5	18	18.5-19		
Collar (cm)	37-38	39-40	41-42	43.44	45-46	47-48		
Waist (in)	32	34	36	38	>40			
Waist (cm)	81	86	91.5	96.5	101.5			
Socks	35-38	39-42	43-46					

Women's

Women's Sizes	2XS	XS	S	M	L	XL	2XL	3XL
UK Size	6	8	10	12	14	16	18	20

Children's

Children's sizes	1-2 yrs	2-3 yrs	3-4 yrs	5-6 yrs	7-8 yrs	9-11 yrs	12-13 yrs	14-15 yrs
Height (cm)	92	98	104	116	128	140	152	164



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REGIONAL EVENTS / OTHER EVENTS				2017
MONTH	DAY	DATE	TIME	LOCATION
MAR	TUES	7 th	8pm	Club Night Langdon Hills Golf & Country Club
APR	TUES	4 th	8pm	Club Night with Quiz Langdon Hills Golf & Country Club
APR	SUN	9 th	10am	National Motor Museum Gaydon See further details on page 9
APR	SUN	23 rd	8:30am	Drive-It Day. North Weald breakfast - Kersey Mill - Palm Tree Restaurant for late lunch Contact Vaughn High at vaughn.high@sky.com
MAY	TUES	2 nd	8pm	Club Night Langdon Hills Golf & Country Club
MAY	SUN	14 th	8am	Battlesbridge Classic Car Show Further details to follow nearer the time
JUN	TUES	6 th	8pm	Club Night Langdon Hills Golf & Country Club
JUN	FRI/ MON	2 nd to 5 th		Laon Historique Classic Car Event plus optional tours to either The Ardennes Region or the Black Forest. 5th to 8th June. 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 Hayling Island and Beaulieu Long weekend break in the UK and a trip to the Motor Museum which is hoped to incorporate 'Simply Classics & Sports' and 'Spotted & Custom Drive-In Day'. To be confirmed.
JUN	SUN	18 th	8-9am	Bromley Pageant of Motoring See further details on page 9
NATIONAL EVENTS				2017
				2017
MAY	FRI/ SAT	5 th & 6 th	TBA	Royal Windsor Jaguar Festival In 2017, the National JEC is putting on its biggest-ever event - the Royal Windsor Jaguar Festival. Details are on the national website at www.jec.org.uk
MAY	SUN	14 th	9am	London to Eastbourne Run The run will begin at one of London's most famous landmarks, The Old Royal Naval College, which is one of Sir Christopher Wren's twin-domed riverside masterpieces. The route will then finish on Eastbourne's prestigious Western Lawns seafront, which will be closed off exclusively for our use. Tickets are £60 for car, driver and one passenger and is available at: www.kelseypublishing.flameconcepts.systems/dGYBKBduZdsTuSZwATVptTFdRGLNXVn
JULY	FRI/ SUN	28 th / 30 th	TBA	Silverstone Classic 2017 Book now for one of the classic highlights of the year. If you are a member get your exclusive booking code to take advantage of the Early Bird Offer. Take advantage of the Exclusive members booking code and save £££'s on the spectacular that is Silverstone Classic 2017. 17004SCC . Either pay online and your tickets and infield pass will be sent to you or call the number below. It is important you use the Club code when booking or an infield pass will not be sent to you. www.silverstoneclassic.com/buytickets . Tel: 0871 231 0849

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