

JAGUAR ENTHUSIASTS' CLUB

sharing the passion



ISSUE No. 123 JULY 2017

ESSEX THAMES REGION



CHAIRMAN'S MESSAGE

Hi All,

Lots been going on this month as you will read inside. The weather has been good to us for all events, but on occasions, too good! As we start the month of July we have The Hare Breakfast Meet on Saturday 1st July and the Maldon Show on the 2nd July. A trip to the Shuttleworth Collection has also been arranged and more details for this is on page 10.

The club has been invited again to the annual Porsche Bar-B-Que at Rivenhall Golf Club at 7:30pm on Tuesday 11th July if you wish to attend.

We will be taking bookings for our Bletchley Park visit on Sunday 10th September at July Club night. This is being organised by Mary Monk, so if you are not able to make the club night, please contact Mary by e-mail at: mary@bmcycles.plus.com

Finally, the Hyde Hall event in August organised by the JDC Area 33 is progressing well. It is expected to attract around 300 cars - 10 car clubs. This is a limited event only to members of the car clubs that have been approached. Entry will be **FREE** (normal prices £11/12pp) but passes will be required obtainable from myself before the day. They are arranging a Bar-B-Que near to the display as well as other refreshment stands. We had quite a gathering last year, so lets make our stand the biggest this year and apply for a pass now. Please note however, that exit from the event will not be allowed until 4pm unless inclement weather prevails.

Hope to see some of you at club night on Tuesday 3rd July at Langdon Hills Golf Club.
(NOTE: September club night has been moved to Tuesday 12th due to a Golfing event)

Regards,

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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E-type Jag breaks world record

At RM Sotheby's bi-annual drive past gig beside Lake Como during Concorso d'Eleganza Villa D'Este, an early 1961 Jaguar E Type Series



1 3.8 roadster sold for £582,400 euros (£509,600 including premium) to establish a new world record auction price for a non-competition model E Type. By contrast, the previous weekend in the Royal Ascot Racecourse atrium, eight out of nine E Types were successfully re-homed by Historics and new owners were also found by Bonhams for five out of six E Types in their Spa Classic sale. While only a few days earlier, three out of four E Types in the Brightwells catalogue had sold at Leominster and eight out of nine E Types displayed in The Wing above the F1 pits at Silverstone Circuit were hammered away by Silverstone Auctions.

A still quite original 1965 S1 4.2 roadster (for improvement as and when) sold for £112,500, £12,500 more than Silverstone's guide price, and a dry barn stored 1964 S1 3.8 FHC went for £59,625, £14,625 more than had been forecast by the same house. Whereas by far the cheapest E Type Jag to buy, but not complete, a Heritage Certificated 1969 S2 4.2 manual left-hand drive resto project with matching numbers, but without doors and other stuff, was bravely landed for £6600 in Herefordshire. Overall, prices for E-type are still on the up.

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HAYLING ISLAND, HAMPS.



34 members travelled to Hayling Island, Warners Lakeside Resort for a 3 night break. The accommodation I had booked was top class. As soon as we arrived, we settled into a picnic on the decking in front of our suites. Saturday was a free day, so several of us did

golf putting, archery, and air rifle shooting, others went to the beach - too hot for shopping!

Sunday dawned blistering hot, and we travelled to the National Motor Museum, Beaulieu, where there was also a Hot Rod & Custom Car Show. Some beautiful and unusual cars were on view. Most of us returned to the Warner's site mid afternoon to cool off! Monday was such a lovely day again, that some of us delayed our departure and visited Portsmouth Historic Dockyard, and others the beach. One or 2 cars had some mechanical issues; Charlie & Irene broke down on the A12 on the way home, and another had to have water & oil

topped up. Our Mk2 is still off the road, but maybe the air conditioned Range Rover was the best deal! We all had a fantastic time, good company, lots of laughs, great Warner's site. Here's to the next time! *Mary Monk*



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BROMLEY PAGEANT

Now in its 36th year, the Bromley Pageant of Motoring is probably the UK's largest one-day car show. It has become an institution and boasts around 3000 vehicles, trade stands, auto jumble, club and one-make stands, car sales, special guests and...Bouncy Castles. It is one event that I have been longing to attend for some time.

Mindful of feedback from our members who preferred to do more than just look at "cars in fields", the Club Committee has introduced more variety to our outings, so, when the Pageant was suggested, it was quickly placed on the official list rubbing shoulders with, the Laon Historique, the Shuttleworth Collection, Hayling Island and Bletchley Park. So, what is the Bromley Pageant about? Well, it's basically, erm... cars in fields. Two enormous fields, actually, which form Norman Park, Kent. Just to say that does not, however, do it justice. You really have to be there. Sponsored by Peter James Insurance, the event is spread over two fields which form the park and are separated by a non-babbling brook – barely a trickle. Our field was reserved for one make parking, club stands, food outlets and a well-stocked Routemaster Bar Bus whilst the field opposite hosted the Arena, trade stalls, auto jumble, car sales, more club stands and a Routemaster Bar Bus.

Eight cars turned out to wave the Essex Thameside flag. New members Steve and Wendy Potter arrived in their XJS convertible – a doppelganger for mine, whilst Richard brought along the Suffolk SS100, Bob Duff with the Mk 2, ChrisWhites's E Type roadster, Terry Perkins's Xk8, Ray Spence's XJ40, Gary Mitchell's 420G and my 420 completed the line-up on our snug pitch. With such a large park to fill, space strangely seemed at a premium.

There were countless club stands present with our near neighbours comprising such groups as; the Simca Club, Blood Sweat N Gears, Dunton Retirees Car Club, Vauxhall Drivers' Club, Wacky Racers and the Afro Caribbean Classic/Sports Car Club. Other Jag Regions were represented by the JDC Kent, and the JEC West Sussex. The One-Make Parking was nearby. This is the place where fans of many popular makes come together to form single brand displays. Generally, these are vehicles manufactured before 1997 although there is a section set aside to cater for later models.

Entertainment was laid on with interviews with Tiff Needell and Ben "Stig" Collins, a 50's Rock & Roll band, Motor Cycle Stunt team, Club awards and, as they say...much more. You could even see car wrapping demonstration. The major car manufacturers also lent some of their prized collectibles to the event, including a Datsun 240Z, a Suzuki Whizzkid (I joke not) and a Vauxhall Victor FE.

Modern Classics are becoming ever more popular at these events as the boys/girls a couple of generations younger than us become able to afford the cars they lusted after in their youth. You could see clubs catering for; Subaru, Ford XR3i's, Cosworths, BMW M Series. The list goes on, but I must also include the Nissan Cube and the Ford Galaxy Clubs. No, the latter doesn't represent the 60's American icons that finally did it for the racing Mk2's, but the people carrier that we are so familiar with if you do the airport run often. These appeared to be highly modded beasts with "interesting" engine bays. Sadly I did not learn what lumps were shoe horned under the bonnets, but I doubt they were used to take Granny and the kids to Bognor Regis.

During such shows, we often play "Which Car Would I Take Home?" This show proved no exception with Richard Gibby correctly identifying mine before I'd even seen it. It will come as no surprise that it was American iron in the shape of a Chrysler New Port convertible of 1961 vintage resplendent in metallic Dubonet and white leather. This car was really special having had only two previous owners and with a genuine 8,200 miles on the odometer. Look underneath – and we did – the car looked like it had just rolled from the production line. Not concourse, far better – factory fresh. The fact that it had spent much of its life in a collection naturally helped. Still with the car were the jacking instructions stuck on the boot lining and the paint colour choice card. For those interested, the New Port shared its wheel base with the Windsor and, like that car, was around 4 inches shorter than the New Yorker and top of the range Imperial. Whilst it was the cheaper model, it did possess a 5.9 litre 265 bhp V8 nestling below the ample bonnet. 2,135 convertibles were manufactured in 1961, making this car quite rare for an American model.

Around 2.30pm people started to leave and by 4pm the exodus was gathering momentum. Most probably the heat was a factor. Despite the Beer Bus, we too were feeling the temperature and we left shortly afterwards.

A good show – yes. Let's try to make it again next year with the Event Shelter in case the suns shine again!!!

Neil Shanley



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This year's club European trip was to Laon in Northern France for the annual Circuit Historique de Laon, organised by Scenic Car Tours. The trip started for me and Neil & Elaine Wylie on Thursday 1st June as we had decided to travel the day before the official start on Friday 2nd June. A couple of weeks prior to travelling, I had my car serviced and MOT'd by Grange Jaguar Garage at Brentwood in order to ensure everything was ready for the off. Once all done and MOT issued, I put the car away in the garage until the 'off' day. A little fettling was undertaken over the following weeks to make sure it was as clean and shiny as possible. Goodness knows what would have happened if on the day of travelling to Dover it rained, but as luck would have it, it was a fine summer's day. Top down, wind in my hair head moments!

Anyway after last year's European trip problems with the passenger window jamming open, I prayed that nothing like this was going to happen this year. How wrong could I be!

Fortunately, it wasn't serious. On arrival at the docks at Dover, a warning light came up on the dash that a light bulb had failed. I was prepared! In my tool box was a set of replacement bulbs, one of which was the double filament needed for the rear brake light that had blown. Having had the car for 4 1/2 years, this was the first time a bulb had blown and it was so easy to change. All my troubles were over as I changed to bulb in 5 minutes while waiting to board the boat to France. On arrival in Calais, Neil, Elaine and I travelled through the winding streets of Calais to our hotel situated next to the beach adjacent to the landing area for the boats. The sun was still shining and the beaches here are immense. There are a number of sun huts three deep on the beach, all neatly packed together with the occasional gap for people to get to the sea. Various French residents were out playing beach volley ball and building sand castles in the beautiful fine sands stretching as far as one can see towards Cap Gris Nez on the Cote d' Opale peninsular. Had you added palm trees to the beach front area, you would have thought it was the south of France, rather than Northern France! Thursday evening, Neil, Elaine and myself had dinner in the hotel restaurant and then headed for the outside veranda for a late night tippie. So relaxing and civilized!

FRIDAY MORNING

The official start of the trip, was to meet up at Bethune, about 87 kms from Calais for a display in the town's square, again, organised by Scenic Car Tours. As we had started off early from the hotel in Calais, we were the second and third cars at the event - beaten by a 1965 Mini Cooper S! As time went on, cars started appearing from all directions of the square until I thought they would not get anymore in! There were various types and ages of cars arriving. Some exotic - Lamborghini Espada, some not so - Rover 800 estate! Still whatever floats your boat!!!! By around 2:30pm that day, we thought it best to make tracks to the Ibis Hotel in Laon, where we had been booked into. The trip down the A26 was fine, no major



problems and I had set my cruise control to 60mph, with Neil & Elaine following in their 1999 XJ6 (X300) . I must say some of the French drivers were mad as they were wizzing past me and Neil at over 100mph on many occasions. Arriving at the hotel we were met by the other contingent of the Essex Thameside Region, i.e. Neil & Sue Shanley, Graham & Anne Cook, Chris and Marise White, Steve and Beverly Rider, who had travelled across to France early in the day. Later that day we also met club members, Mike and Sue Hawthorn in the town too. Club members, David & Pauline Bearman were also on this trip, but had booked another hotel due to ours being full. The whole day was fine with temperatures up in high 20's right up until we arrived at the hotel when an almighty storm broke. Thunder and lightning lit up the northern sky. As a number of us ventured out to have dinner in the town the rain really came down. We had booked a taxi to head to the top of the town which was said to be 40 minutes walking distance from the hotel. With Laon being built on a hill, the roads leading up to it were like running streams of torrential water. Fortunately, when we finished our meal, the rain had stopped, but we still got a taxi back to the hotel as we were done in and felt we wouldn't find our way back.



SATURDAY MORNING

Rising early, we were to meet up at 'Parc Foch' between 08:30am and 9:30am. I left the hotel at 8am with the intention of arriving early due to the number of cars expected - over 800. However, my 'sat nav' would not except the location so I had to 'wing it'. Only I made a mistake when leaving the hotel by turning right instead of left and ended up in the old town of Laon on top of the hill. I then thought I would return to the hotel and try again, this time following another participant. That failed miserably due to the fact on my way back I saw a Rolls Royce and Mercedes going the opposite direction, so I followed. After a few miles I realised I had made a mistake when they pulled into a petrol station to refuel!! I again headed back to the hotel.

After arriving there I discovered I should have turned left, rather than right after leaving the hotel and on doing so, found the meeting place without any further issues. The area allocated was well equipped to take the 800+ cars attending this event. We collected 'goodie' bags - although most of the items were written in French, so were no good to the majority of British participants, straw hats, and our rally plate. We were then instructed to go to Promenade de la Couloire to collect our road books for the route to Gueux which was the old le Circuit de Reims racing circuit, which held its last international race in 1969, but the fabric of the buildings remain on a main through road. The group of participants were split into two groups and routes were indicated to travel to Gueux. The route took us through various villages and on occasions many families were out watching and waving at the cars as they went by. Being on my own, I was always reliant on the car in front. Bad mistake, as whenever they got it wrong, so did I.... as well as all those that were following me too!! Once there however, we enjoyed a free lunch of a baguette with ham, sausage, or cheese and bottle of water and a macaroon, and a look around the cars that were participating in this event. The road passing the grandstand buildings had been closed off specifically for all participants of the rally.

Saturday night some of the Essex contingent decided to have dinner at the hotel. This is another story, when Gill Cain asked whether the beef was horse!

SUNDAY MORNING

Woke to all cars in the hotel car park wet due to raining over night. The early risers amongst us were out with the their chamois and cloths drying our precious vehicles. Following breakfast we had instructions that we had to make our way to Victor Hugo Square, which was close to the railway station on the far side of town. Confusion reigned heavily due to the lack of supporting organisers. We later discovered that in fact drivers only needed to go to this place if they had not previously registered. Essex Thameside Region members had. Again, after further discussions one of the

support vehicles (Ford Mustang 5.0L) appeared and directed us to follow him. We climbed the hill to the top where the cathedral is located and the castle walls and were parked up on the surround ramparts. From here we attended a security briefing at the Town Hall, followed by a glass of champagne and 'nibbles'. Then it was a leisurely walk around the town and cathedral, before returning to our cars for a 'Le Mans' style get away, i.e. running to our cars, starting up and driving off, which resulted in panic and bedlam as no one could move more than a few feet, as trying to get hundreds of cars off at the same time in the small lanes of the ramparts was an impossibility. Once we did get moving we drove over 5 miles around the streets of Laon on a pre designated route set out by the organisers. People young and old, sick (from local hospital) and disabled, lined the streets, waving and cheering us on. We had undertaken nearly 3 laps of the town before we all decided enough was enough and stopped close to the ramparts, parked up and watched the rest of the procession of over 800 cars parade through the streets of Laon. The procession lasted for nearly three and half hours, with cars hooting their horns, putting on sirens or playing various tunes on their car installed musical horns. After returning to the town for a refreshing beer or cup of tea, we all made our way back to the hotel to freshen up before going for an evening meal.



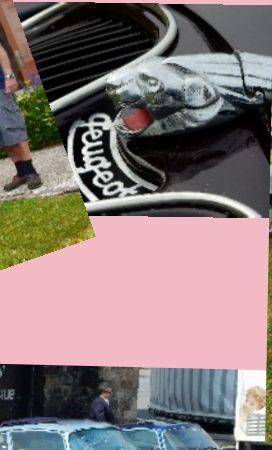
The end, for some, a most enjoyable weekend, of car watching, parading and camaraderie. I say 'some', as Neil and Elaine Wyle were off to Normandy for a few days, Chris and Marise White were off to the Black Forest and me off to the Ardennes region of Belgium. What a fantastic trip and one the club will do again no doubt, in a few years time perhaps.

Doug Warren

Photo's from the trip to Laon



Club members who stayed at the Ibis Hotel, Laon







JAGUAR XK8 & XK (X100 & X150 MODELS)

Production & on the road figures of the Jaguar X100 & X150 models for the past 16 years.

Access to other Jaguar models production figures and DVLA records can be obtained at:

<https://www.howmanyleft.co.uk/> Data comes directly from the Department for Transport and is regularly updated.

MODELS	TOTAL MANUFACTURED	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000
	Jaguar XK & XK8 Convertible	3.4k	3.5k	3.6k	3.6k	3.8k	4.0k	4.1k	4.4k	4.4k	4.6k	4.6k	4.7k	4.4k	4.2k	3.9k	3.5k	
	Jaguar XK & XK8 Coupe	4.3k	4.6k	4.7k	4.9k	5.1k	5.4k	5.7k	5.9k	6.1k	6.2k	6.4k	6.4k	6.1k	5.7k	5.2k	4.7k	
MODELS XK8 1996- 2005	CURRENTLY TAXED OR SORN	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000
	LICENCED UK & NI									2	2	19	275	260	255	286	330	293
	SORN UK & NI									0	0	6	38	35	59	67	93	88

Sunday 16 July – visit to Shuttleworth Collection and Swiss Garden
plus Sunday lunch at the Green Man, Stanford



Meet at 8.00am (tbc)
Arrive Shuttleworth at 10.00am, lunch at 2.30 pm
Cost per person = £15.00 + £5 deposit for lunch

**Contact Richard
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REGIONAL EVENTS / OTHER EVENTS				2017
MONTH	DAY	DATE	TIME	LOCATION
JUL	SUN	2 nd	08:00	Maldon Motor Show Live entertainment all day from a variety of local singers and groups, Trade Stands, Craft Stands, Vintage Fair and Scalextric/Slot Racing. A full day's entertainment with 42 car clubs present. FULL
JUL	TUES	4 th	8pm	Club Night Langdon Hills Golf & Country Club
JUL	TUES	11 th	7pm	Porsche Club Bar-B-Que. More details next month
JUL	SUN	16 th	TBA	Shuttleworth Collection visit. See advert in this issue. Book NOW with Richard Gibby.
AUG	TUES	1 st	8pm	Club Night Langdon Hills Golf & Country Club
AUG	SUN	13 th	8am	Saffron Walden Motor Show. Details to follow
AUG	SUN	20 th	8am	Hyde Hall Classic Car Day RHS Hyde Hall Creepedge Lane Rettendon Common Chelmsford CM3 8ET. Note exhibitors will not be permitted to leave before 4pm. Apply to Doug Warren for FREE pass. Further details at www.rhs.org.uk/gardens/hyde-hall/viewevent?EFID=14290&ESRC=CRM
SEP	TUES	13 th	8pm	Club Night Langdon Hills Golf & Country Club NOTE CHANGE
SEP	SUN	10 th	TBA	Visit to Bletchley Park - Book your place with Mary Monk at club night or by e-mail.
SEP	SUN	24 th	8am	Battlesbridge Motorbillia Show - Details to follow.
NATIONAL EVENTS				
				2017
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
SEPT	FRI/SUN	15 th / 17 th	TBA	JEC Big Forum Weekend , Mercure Hull Grange Park, Hull, England, HU10 6EA The club has the whole hotel to themselves over the course of the weekend and are planning to do something a little different to their usual format events. Starting with music and entertainment on the Friday evening to welcome you all, followed by a day of entertainment, quick fire seminars, an auto jumble bring and buy, a show and shine competition as well as trade stands. They then have a day of drives planned for the Sunday before you make your way back home. Go to: https://jec.org.uk/events/big-forum-weekend for further details.

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