

JAGUAR ENTHUSIASTS' CLUB

sharing the passion



ISSUE No. 126 OCTOBER 2017 ESSEX THAMES REGION



CHAIRMAN'S MESSAGE

Hi All,

As we come to the end of the season, we can reflect on this year's events.

In February we met at Top Meadow for a Sunday lunch. A good turnout to this event and a great meal. Moving forward to April and we had two events that month, the British Motor Museum at Gaydon and Drive It Day. The month of May saw the national event at Windsor, the London to Brighton Run and Battlesbridge. In June some members went to France for the event at Laon and some went to Hayling Island. The month ended with a visit to Bromley Pageant. July saw us at our regular show at Maldon as well as a trip to the Shuttleworth Collection air museum. Finally, we headed to the Silverstone Classic. August we again visited the Saffron Walden Motor Show and RHS Hyde Hall. Bringing us up to date, in September we visited Bletchley Park and The Warren Classic & Supercar Show. Quite an eventful year! The committee hope to have just as enjoyable year in 2018 as this year. We have already booked a tour to the Cotswolds in September and there will be more to come!

To finish the year off we have the national Lancaster Insurance Classic Car Show at the NEC in Birmingham. This is THE best show of the year. If you haven't been before, I would recommend a visit. The show runs from Friday 10th to Sunday 12th November. Don't forget you can get a discount through the national Jaguar Enthusiast's Club by using the code CSCMS17 for a single ticket or CFCMS17 for a family ticket.

Finally, just a reminder about our December Club Night. A free buffet will be laid on and a quiz night will be held so make a diary note.

Hope to see you all at the October club night on 3rd.

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

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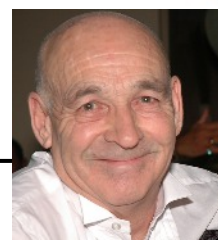
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'NEW'
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F-TYPE -
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The Jaguar F-Type two-seater coupé gains a punchy 2.0-litre turbo petrol four-cylinder engine and, it's claimed, greater agility for less money. Is it too good to be true?

The F-Type 2.0-litre marks the arrival of Jaguar's four-cylinder

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THE HARE - SEPTEMBER.

The September breakfast meeting at The Hare was quite busy. Quite a number of regular supercars arrived but, as always, a number of 'special' cars arrived. For the first time we saw an early right hand drive Citroën Traction Avant as well as a 2017 model Ford Mustang Mach 1. Also 'the Green Kermit' Mercedes AMG GTR all shown below.

Next month, the breakfast meeting will be at The Castle at Main Road, Great Leighs, Chelmsford CM3 1NE on Saturday 7th October. Make a diary note as this will be the last breakfast meeting of the year at these venues.



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JAGUAR

ELECTRIC E-TYPE

How do you make surprising news about new cars more interesting? Launch an old one, of course! That's the Jaguar strategy with its current London-based Tech Workshop - open to the public this weekend (9/10 Sept.2017) - by revealing an E-Type. But an E-Type with a difference...

Yes, this Series 1.5 Roadster doesn't have an engine. Instead it has batteries and motors for its propulsive force, making the E-Type Zero an entirely electric vehicle. With 295hp though it's still capable of 0-62mph in 5.5 seconds, and Jaguar claims a real-world range of about 170 miles and a typical charge time of six-seven hours.

Moreover a lot of effort was said to be exerted on locating the EV powertrain exactly where the engine was, therefore maintaining the E-Type balance. Jaguar says the battery pack here has the same dimensions and a similar weight to the original straight-six, with the electric motor then where the gearbox used to be. It has allowed the structure, brakes and suspension to be carried over unchanged in this conversion from internal combustion to electricity. The weight distribution is identical, with total kerbweight down 46kg for the Zero.



... and then, ta-dah!JLR Classic Director Tim Hannig said of this E-Type: "Our aim... is to future-proof classic car ownership. We're looking forward to the reaction of our clients as we investigate bringing this concept to market." In addition, the technology could be used to convert any XK-engined Jaguar; we all know there's a few of those around... It's quite a step though, isn't it? Arguably so much of the classic car experience is about the sounds and smells of internal combustion plus, with the E-Type in particular, simply staring at that gorgeous old straight-six. It will be fascinating to see the response to the Zero, and whether a market can emerge for future-proofing these and other iconic cars.



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HYDE HALL MOTOR SHOW

On Sunday 20th August, JEC Essex Thameside Region joined the JDC and other car clubs for a show at Hyde Hall. Over 200 cars attended from Mercedes, Morgan, TR, Jaguar, Singer, Austin 7 & Porsche car clubs.

The weather was great for the whole day which brought out the visitors to the gardens and the show. Approximately 2,970 persons visited on the day (about a 1000 up on normal day) plus 75 new RHS memberships were gained. This was greatly appreciated by RHS who wish us to make it an annual event. Discussions are already beginning as to the date for 2018.

Essex Thameside fielded 34 Jaguars from our membership and it was an impressive display.



The story of RHS Garden Hyde Hall

In 1955 when Dr and Mrs Robinson came to Hyde Hall there were only six trees on the top of a windswept hill and no garden. If they had known then what they soon learned, it is very doubtful that the garden would have been made! The site was cold and windy, the top of the hill was covered in gravel and the soil on the slopes comprised a sticky clay with a pH of around neutral.

For centuries Hyde Hall had been a working farm and the area around the house was a dumping ground for all kinds of rubbish. Mrs Robinson started to garden as a reaction against this and as she cleared areas around the house they were planted with anything available. In this way she created herbaceous borders and a vegetable garden close to the house, and established the framework of the garden with some 60 young trees bought at an auction sale in Wickford Market.

The house, which dates back to the 18th century, is a typical Essex farmhouse of timber frame, lath and plaster. Records show the existence of a dwelling on this site at least as far back as Tudor times. At the back of the house Mrs Robinson discovered the Tudor brick floor of an old stable under a pile of old household rubbish and soil. This was excavated to become a natural pavement garden.

Cleaning the land around the house was arduous and time-consuming work but, with some assistance from the pigs, the refuse, brambles and scrub were eventually removed and the sticky, clay soil improved with quantities of animal manure and mushroom and bark compost.

Since the Robinsons turned the first spadeful of clay in the 1950s, Hyde Hall has always been a dynamic garden, constantly changing to meet the various challenges the site and soil have produced. The story of the development of this inspiring garden with its extraordinary diversity of plants is a fascinating one, a triumph over conditions that would have daunted less keen and dedicated gardeners.

The Hyde Hall Gardens Trust was set up in 1976 and then in 1993 the garden became the responsibility of the Royal Horticultural Society, having been bequeathed by the Trust to ensure its future survival. Under ownership of the RHS a number of modifications were made to accommodate growing visitor numbers.

One of the first major garden projects was the installation of a 45-million litre (10 million gallon) reservoir to provide the garden with all its irrigation needs. To further promote its water-efficient ethos a Mediterranean styled [Dry Garden](#) was added to showcase a range of drought tolerant plants. The Dry Garden was completed in the spring of 2001 – following one of the wettest winters known.

A major turning point came in 2008 with the construction of a visitor centre comprising a café, shop and plant centre. The building was officially opened in March 2010 by Alan Titchmarsh.

Work at this Essex garden continues at a monumental pace and the ever-changing landscape ensures visitors have plenty to draw inspiration from. Forthcoming projects include a new **Winter Garden**, **Global Vegetable Garden** and **Big Sky Meadows**.

Here are a small selection of the cars that were on display at Hyde Hall. Note the bottom right hand side Jaguar F Type 400 supplied from Grange Motors, Brentwood



BLETCHLEY PARK

the home to the codebreakers.

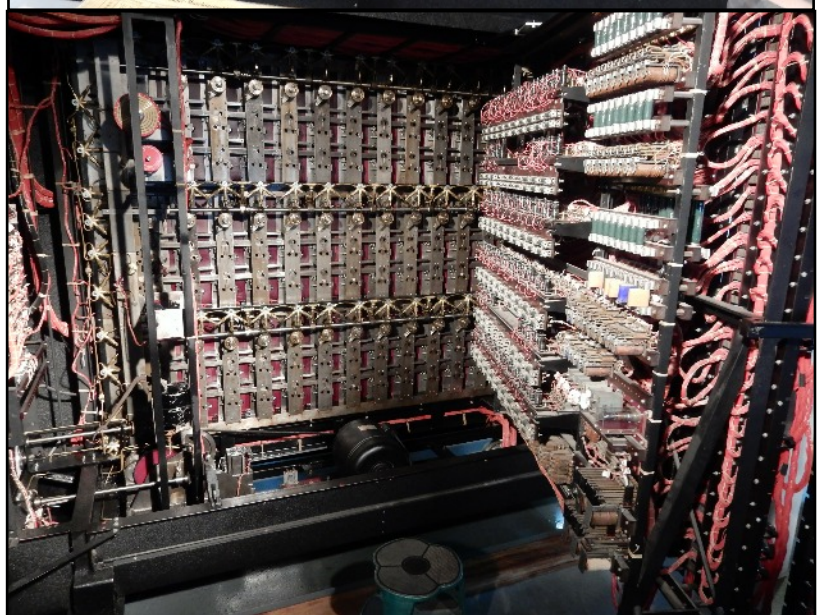
On Sunday 10th September, a number of club members gathered at Grange Motors at Brentwood, before making their way to Bletchley Park just outside Milton Keynes, in Berkshire.

As Uncle Albert from 'Only Fools and Horses' was always saying "during the war....."

Bletchley Park was the hub for counter intelligence for breaking codes. Anyone who has seen 'The Imitation Game' starring Benedict Cumberbatch will have some knowledge of the 'goings on' at this location. In 1939, newly created British intelligence agency MI6 recruited Cambridge mathematics alumnus Alan Turing (played by Benedict Cumberbatch in the film) to crack Nazi codes, including Enigma -- which cryptanalysts had thought unbreakable. Turing's team, including Joan Clarke, analyze Enigma messages while he builds a machine (similar to the one shown) to decipher them. Turing and team finally succeed and become heroes. In the film he is portrayed as being the one who saved two years off the war. However, there were many other departments with Bletchley working on various other code machines. The Enigma machine, which Turing managed to break, was invented by a German engineer Arthur Scherbius shortly after WW1.

The machine (of which a number of varying types were produced) resembled a typewriter. It had a lamp board above the keys with a lamp for each letter. The operator pressed the key for the plaintext letter of the message and the enciphered letter lit up on the lamp board. It was adopted by the German armed forces between 1926 and 1935. The machine contained a series of interchangeable rotors, which rotated every time a key was pressed to keep the cipher changing continuously. This was combined with a plug board on the front of the machine where pairs of letters were transposed, these two systems combined offered **159 million million million** possible settings to choose from, which the Germans believed made Enigma unbreakable. The Poles had broken Enigma in as early as 1932, but in 1939 with the prospect of war, the Poles decided to inform the British of their successes. Dilly Knox, one of the former British World War One Codebreakers, was convinced he could break the system and set up an Enigma Research Section, comprising himself and Tony Kendrick, later joined by Peter Twinn, Alan Turing and Gordon Welchman. They worked in the stable yard at Bletchley Park and that is where the first wartime Enigma messages were broken in January 1940. Enigma traffic continued to be broken routinely at Bletchley Park for the remainder of the war.

Obviously, this was an incredible task to break this sophisticated code machine, but Turing's machine did just that. Let's not forget that although this was a fantastic achievement, the other departments within Bletchley had similar successes.



LORENZ

Perhaps Bletchley Park's greatest success was the breaking of the Germans' strategic ciphers. These complex ciphers were used to secure communications between Berlin and Army commanders in the field. Messages consisted of teleprinter code encyphered with the highly complex Lorenz cypher machine. The intelligence value of breaking into these was immense. Initial efforts were successful, but were done by hand but could not keep up with the volume of intercepts. Under Professor Max Newman the 'Newmanry' started to devise machines to mechanise the process. This ultimately led to the design and construction by the brilliant General Post Office (GPO) engineer Tommy Flowers of 'Colossus', the world's first semi-programmable electronic computer. Breaking into these ciphers allowed the Allied staff planning for the invasion of Europe to obtain unprecedented detail of the German defences, and to see into the minds of the enemy commanders including Hitler himself.

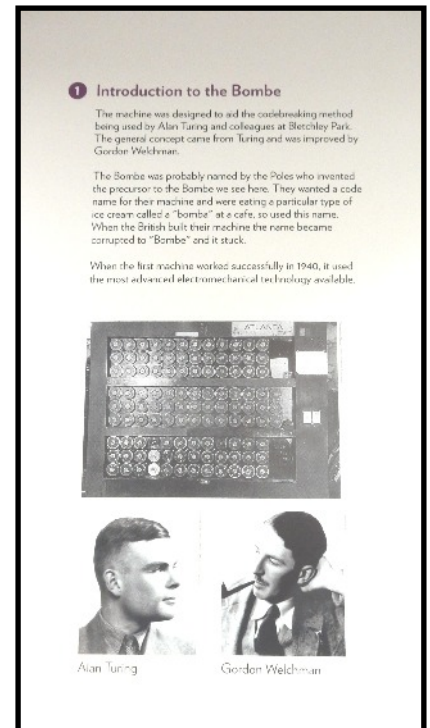
JAPANESE CODES

Japanese codes were broken as early as the 1920s, and Japan was a particular target for intelligence efforts due to the naval competition between the US, UK and Japan in the inter-war period. Japanese codes improved throughout the period of GC & CS operations but the codebreakers, with American help, were able to keep pace.

British codebreaking operations were initially carried out in Singapore, and then later Colombo, and Kilindini in Kenya. In addition increasing amounts of work were carried out at Bletchley Park itself, first on diplomatic and Naval traffic and later on Japanese Army and Airforce messages.

In addition to providing information about their own operations, Japanese messages also reported on German activities via their Military and Naval Attaches in Germany. This traffic provided significant advance warning of the German attack on the Soviet Union in 1941, and later provided a mass of vital information about the German defensive plans in France prior to the D-Day invasion.

So that in a nutshell sums up some of the interest of Bletchley Park, but there was more to see and do but they estimate you will need three days to visit all exhibits, digest and take in all other points of interest at the park. A very interesting look at things during the second world war.



Don't forget the last Jaguar gathering of the year at North Weald. Start time is 08:30am, so if you want to get your Jaguars out for the last time this year, then come along to this meeting. Every Jaguar welcome. Should be a good turn out.

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REGIONAL EVENTS / OTHER EVENTS				2017
MONTH	DAY	DATE	TIME	LOCATION
OCT	SUN	1 st	8am	North Weald Airfield Jaguar Meet Breakfast meet arranged by the JDC Area 33 for any Jaguar to just turn up. Parking fee £4. Tea/Coffee and bacon rolls available for £5. Come and say hi!
OCT	TUES	3 rd	8pm	Club Night Langdon Hills Golf & Country Club
NOV	TUES	7 th	8pm	Club Night Langdon Hills Golf & Country Club
DEC	TUES	5 th	8pm	Christmas Club Night Langdon Hills Golf & Country Club Free buffet and Quiz night included.
NATIONAL EVENTS				
				2017
OCT	SUN	8 th	10am	Jaguar Spares Day, Stoneleigh, Warks. CV8 2LZ Get your shopping lists ready for all the parts you need for your winter restoration - it's getting close to that time of year again! Open to the public from 10.00 a.m. to 4.00 p.m. Admission £10.00 payable at the gate - no advance booking
NOV	FRI/ SUN	10 th -12 th	9am	Classic Car Show @ NEC Book directly using code CSCMS17 for discounted rates. http://classicmotorshow.seetickets.com/event/the-lancaster-insurance-classic-motor-show/nec/1099586

8th OCTOBER 2017

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