



JEC Essex Thameside
Sharing the passion

ISSUE No. 132 APR. 2018 ESSEX THAMESIDE REGION



*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*



ESSEX THAMESIDE REGION

2017/2018 COMMITTEE

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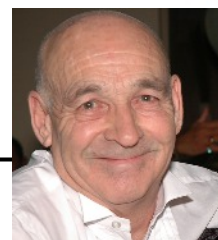
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MUSEUM OF POWER LANGFORD Calendar

Coffee & Cars mornings have been arranged at the Museum of Power located at Langford on the B1019 approximately one mile from Maldon. The organisers welcome all members to come along and join their monthly enthusiasts meet. You are invited to bring along your classic or modern vehicles together with anything of interest. These meetings will be held on the following **Sunday** dates:

25th March 22nd April 27th May 24th June 22nd July 26th August
23rd September 28th October 25th November 23rd December

Steam Pump Tea Room will be OPEN serving breakfasts, hot/cold food, home made cakes and refreshments from 9am to 1pm.

Obviously, you are welcome to attend these meets at your leisure but shall we make a concerted effort to have a club turn out on Sunday 27th May? If so, I will need numbers as the organisers will arrange for us to have our own 'pitch'.



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STARTING SUNDAY 29TH APRIL 2018

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29TH APRIL | 27TH MAY | 17TH JUNE | 15TH JULY | 19TH AUGUST

Car breakfast meetings are springing up all over Essex and another venue which attracts modern as well as classics is at The Warren Golf Club Woodham Walter, Nr Maldon, Essex, CM9 6RW where the club attended last year for the Classic & Supercar Show.

Please note the dates at the bottom of the poster on the left.

I am planning to attend the first meeting on 29th April. If any other members would like to join me, please let me know.



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JAGUAR



Following Gary Oldman winning the Best Actor accolade at the recent Oscars for his awe-inspiring turn as Sir Winston Churchill in *Darkest Hour*, The Classic & Sports Car Show in association with Flywheel is delighted to announce that visitors to this year's show at Bicester Heritage will be able to visit some of the locations used in the film, as well as buildings featured in *The Imitation Game* starring Benedict Cumberbatch. *Darkest Hour*, the fascinating true story of Churchill's exploration of a negotiated peace treaty with Nazi Germany, has won a plethora of accolades in this awards season, including Oldman's Best Actor Oscar gong. The scene in which Oldman's Churchill meets the French Premier was filmed in one of the cavernous 1936 C Type hangars at Bicester Heritage, the UK's best-preserved WW2 RAF bomber station. The film also used parts of the airfield for filming battle scenes. The hangar used for filming will be open to show-goers to visit.

Visitors will also be able to see the buildings that were used in the 2014 WW2 smash hit *The Imitation Game*. The Power House – the building that housed 'Christopher', the machine Alan Turing engineered to help crack Nazi coded messages, including Enigma – is on-site at Bicester Heritage. It is now home to the Historic Endurance Rally Organisation, and the firm will be opening its doors for the public to visit the spot that is instantly recognisable as Hut 11. The Parachute Store will also look familiar to eagle-eyed fans as the location for the code-breakers' office.

In addition, visitors to the show will have the opportunity to get up close to a spectacular Douglas C-47 Dakota plane, which has starred in movies including *Spies Like Us*, *The Dirty Dozen*, *Quantum of Solace* and George Clooney's *The Monuments Men*.

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When you book in advance you'll save up to a fantastic 15% off the door price. Booking early guarantees tickets and really does save you ££s.

| Ticket Prices 2018 | Advance Tickets (Face Value) | On The Door |
|------------------------|------------------------------|-------------|
| One Day - Adult (16+) | £23 | £28 |
| One Day - Child (5-15) | £10 | £12 |
| One Day - Family | £55 | £66 |

Booking & Transaction Fees : A £2 booking fee applies to all tickets purchased. An additional transaction fee charge will apply if you opt to have your tickets posted to you, there is no additional charge for 'print at home'

More price combinations available on line: <https://www.classicandsportscarshow.com/show-information/ticket-information>.

PLEASE LET ME KNOW IF YOU INTEND TO VISIT THIS SHOW

UNDERSEALING

For those that were in the club back in 2011, I had, at the time, a Jaguar X-Type and took it to a company just outside Doncaster called JR Classics. This was operated by Joe Ratcliffe who had set up an undersealing business with help from The Princes Trust. I wrote an article in the November 2011 newsletter about the work he carried out as well as in the National JEC magazine. I am pleased to say that Joe business benefited from this exposure and has grown his business. Why did I take it all the way to Doncaster? At the time I wanted a company who specialized in undertaking this work, rather than a garage that did it as a side line. There are plenty of local companies who say they will undertake it but in my opinion, one that specialises relies on doing a good job in order to get regular business. Joe certainly achieved this.

I was planning to visit Joe again to have my XK8 undersealed. However, I obtained a price which was competitive with other quotations obtained locally but had to take into account petrol to Doncaster, overnight accommodation (needed car for a few days) possible hire car, it became unrealistic to venture off to Doncaster. I therefore looked again at local specialist companies. I also had to make the decision as to what underseal to have put onto the underside of my XK8. I had the X Type waxoyled. Back in the sixties and seventies, this was widely used to protect the underside of cars. I believe some of the older waxoyled cars are still on the road today! They also required yearly check ups and recoated in places that needed it.

Waxoyl provides a very effective anti rust treatment for cars and also stops rust on cars developing. Waxoyl application is administered via a high pressure compressor. This ensures a smooth and even flow of Waxoyl to all of the vehicle's surfaces. The use of the high pressure compressor for waxoyl application also ensures that the waxoyl binds adequately to the surface of the bodywork area being treated. However, it is an oil and wax mix so it never cures. The result of which is that on hot days it will continue to drip out of any holes it was applied to - it will also give off an odour from the oil.

The alternative is Dinitrol. This is another corrosion protection product which provides everything needed for rust proofing a car with vehicle undersealing, chassis coatings and cavity waxes. Dinitrol is a wax and solvent mix so when the solvent evaporates it leaves only wax which expands and contracts with temperature changes and no smell is emitted as aromatic solvents are used. When Dinitrol cures it leaves a skin and stays soft underneath allowing it to self heal in all temperatures. This means that it will self-heal over any small scratches and stone chips.

I therefore considered both of these products and after 'surfing the net' and looking at various forums, decided to go with Dinitrol. It is a little more expensive than Waxoyl but I thought it would be worth it.

The next step was to find a local provider. On searching the internet again, I came across a very local business just a mile away from me, **Stock 4 x 4**. They specialise in Land/Range Rovers repairs, undersealing and fabrication and have ventured out into Jaguars quite recently. I therefore obtained a quotation and agreed a price with the owner, Brendan Phillips. The work was carried out between 12th and 16th March.



What is the process?

Wash and dry the underside of the vehicle

Remove wheels and plastic arch liners

Injection into sills, bonnet, doors and chassis cavities

Treatment of whole underbody

Treatment of suspension, axles, differential and steering components



Underside before treatment



Underside after treatment

Refitment of plastic arch liners and wheels

Out of sight, out of mind?

In truth, many people do not bother with regular anti-corrosion inspections, assuming that, should there be no obvious rust on exterior panels, everything will be fine underneath.

It is only when they receive a rude awakening at MOT test time that it might be too late. While recent models are unlikely to fall apart as quickly as those built in the days when underseal was a dealer-applied optional extra, the decreased need for 'rot' repairs has seen the work become more specialised. Additionally, because many modern bodyshells utilise a variety of high-strength steels in their construction, welded repairs may not only fail to restore the area back to full strength but may also be uneconomical when the car's resale value is considered. Corrosion also tends to extend far further than is immediately obvious.

At factory level, a variety of rustproofing products are used by car manufacturers, chief among which are flexible, waxy coatings. A thick underseal might be chosen to protect metal areas that are bombarded regularly with road dirt and water. Alternatively, a hard-drying, rubberised stone-chip paint and seamseal may be employed. A thinner wax may be sprayed into box sections beneath the car, as well as within the doors and behind the inner wings. None of these coatings lasts for ever. Topping up the protection is well worth the effort on a typical car of average age, especially if you live either near the coast or in colder and saltier northern regions of the UK. While flexible seam sealer is an effective sound-deadener, it can promote corrosion, because the product dries, cracks and permits water to enter. Once moisture is trapped against the aged coating and the metal, very often the only route out is to rust the metal sufficiently to form a hole. Ironically, plastic liners may also cause problems. While they have played a big part in reducing the number of mud traps in bodyshell design, their edges can chafe against the metal, rub through the paint and trap moisture. Invariably, rust will develop. Therefore, consider removing the linings periodically to both clean and touch-up any corrosion protection. In many cases, you will find that the panels behind are protected only by thin primer paint, so it might be a good idea to add extra coatings in those areas.

The works carried out on my XK8 were undertaken by **Stock 4 x 4**. Contact Brendan Phillips - Phone: 01277417 200 / 07817 453 746 E-mail: stock_4x4@hotmail.com Call first for directions.



This is the first time I have attended this show and was not 100% sure what to expect. However, to a certain degree, the show is in the title - Restoration!

Sure there were a number of classic cars on display but the show is geared towards enthusiasts' who are prepared to undertake their own restorations.

The exhibition was spread over 3.5 halls, Hall 3, 3A, 4 & 5. Not as big as the November Lancaster Classic Car Show but still better than most.

A number of club stands had various models undergoing minor restorations on their stands. There were also a number of 'live' demonstrations put on by the organisers, including the Practical Classics Live stage which included the restoration of a Citroen 2CV, 'celebrity' interviews, including Mike Brewer, Ant Anstead (Wheeler Dealers), Drew Pritchard, Paul Cowland (Salvage Hunters Classic Cars) and interviews with car designers.

Also, on display was the Lancaster Insurance Pride of Ownership - Spring Final. There were a number of super looking cars included in this line up. This Ford Capri Mk 3 2L was just one of them.



One of the stands I wanted to see was on the Classic Car Strand, Hall 4, Stand 110. It was the Pininfarina Jaguar XK120.



Jaguar XK120



Pininfarina Jaguar

The history of this car was that, so the story goes, it was built on 5th April 1954 and was recorded to have been dispatched to the USA on the 25th May to Max Hoffman, owner of an East Coast US dealership. But it seems it was sent to Turin in Italy instead, where Pininfarina proceeded to rip off the bodywork and replace it with what you can see here! It is not quite clear whether Max was trying to court favour with Jaguar or simply fulfilling an order for a customer but it emerged in 1955 at the Geneva Motor Show. After the show it went to Max Hoffman in the US and disappeared off the radar until 1972. It was brought by a guy called Ron Foster of Connecticut for \$250 in a very run down state!!! The car was patched up and re-leathered and was run until 1978 when it was then put up for sale. A German, Ludwig Draxel-Fisher, purchased the car and shipped it to Germany with the intention of fully restoring it. It never made it until Peter Neumark of Classic Motor Cars (CMC) - the company that made Ian Cullen's Mark II - purchased it.



The car was then fully restored by CMC and was on display at the show.

What else was at the show? Well the National Car Club Awards were held. There were different categories of which the Jaguar Enthusiasts Club were nominated for a number of awards. They included Outstanding Club Magazine of the Year (printed) Award, Outstanding Car Club Event : Single

Venue Event or Show, Best Stand & Car Club Display, Best Car Club Contribution to Charity Award and finally on a personal note, National Car Club Ambassador of the Year for which Nigel Thorley has been nominated.

On the Jaguar Enthusiasts Club stand, David Marks the club technical adviser, gave a display on replacing the wheel bearings on the XJ (X300) and XK8. It was so simple - if you have the tools, knowledge and time to undertake it. Plus the front sub frame had been removed off the car so that the display can be observed by all. However, it was pointed out that some areas of removal should take two hours but has been known to take 12! And that would be at the cost to the customer! A worrying factor! David also indicated that wheel bearings ought to be changed every 20,000 miles. How many of owners within the club with these models have changed their wheel bearings that often???

So the rest of the show had a number of classic cars displayed and some not seen before, like this Triumph Herald "hatchback" prototype. Built in 1965 as a styling exercise this is the original "mule". Strange that it didn't make production when hatchbacks really took off. .

Following being sold to an employee in 1967 it was taken off the road in 1970 where it stood in either a damp garage or a garden until it was rescued and fully restored in 2009.



As said earlier, various "celebrity" personnel were at the show, one chap who was seen by visitors was this one, by the infamous Audi Quattro from the TV series "Ashes to Ashes". But is it Philip Glenister? No, it was in fact a cardboard cut out. The car was real though.

To finish, how about this little number.....sweet!



BACK FOR A HUGE EIGHTH YEAR!

"The Hare" and "The Castle" Breakfast Club will be back for the 2018 season,

The breakfast club is a monthly gathering of car enthusiasts from Essex and the surrounding counties. We gather on the first Saturday of each month from April to October. You just have to enjoy cars and hang out with other people that have the same addiction!

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We normally start gathering at 9am and customers are welcome to stay for lunch and enjoy a great selection of food and drinks from our varied menus.

Upcoming dates for the 2018 spring/summer season (at The Hare unless stated):

Saturday 7th April

Saturday 5th May (at - The Castle)

Saturday 2nd June

Saturday 7th July

Saturday 4th August

Saturday 1st September (special guest venue to be announced)

Saturday 6th October (at - The Castle)

The Hare, Bishops Stortford Road, Roxwell, Chelmsford, Essex, CM1 4LU

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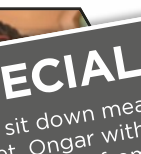
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| REGIONAL EVENTS / OTHER EVENTS | | | | 2018 |
|--------------------------------|-------------|--|--------|--|
| MONTH | DAY | DATE | TIME | LOCATION |
| APR | TUES | 3rd | 8pm | Club Night - Quiz Night Langdon Hills Golf & Country Club |
| APR | SUN | 22 nd | 8.45am | Drive It Day - Greene King Brewery Bury St Edmunds. Fully Booked. |
| APR | SUN | 29 th | 9am | The Warren - Breakfast Meet See article on page 4 |
| MAY | TUES | 1 st | 8pm | Club Night A.G.M. Langdon Hills Golf & Country Club |
| MAY | SUN | 13 th | 8am | Battlesbridge Classic Car Show Fully Booked . |
| MAY | SUN | 13 th | TBA | Faversham Transport Weekend Contact Mary Monk at mary_monk53@hotmail.com for details of meet. |
| MAY | SUN | 20 th | TBA | Clacton Classic Car Club Show Plough Corner, Harwich Rd., Little Clacton, Essex CO16 9ND. Contact Graham Cook at: cook_gm@hotmail.co.uk . |
| MAY | SUN | 27 th | 9am | Museum of Power - Breakfast Meet. See article on page 3 |
| JUN | TUES | 5 th | 8pm | Club Night Langdon Hills Golf & Country Club Visiting speaker Patch Jobson , Regional Manager National JEC. |
| JUN | SUN | 17 th | TBA | Blackwater Country Show More details to follow next month. |
| JUN | SUN | 23 rd / 24 th | TBA | The Classic & Sports Car Show - inc Flywheel See details on page 5. |
| JUL | SUN | 1 st | 8am | Maldon Motor Show - Contact Bob Cain for passes at cain451@btinternet.com |
| JUL | TUES | 3 rd | 8pm | Club Night Langdon Hills Golf & Country Club |
| JUL | SUN | 15 th | TBA | Hatfield House Guided Tour Due to other separate arrangements, this visit was planned for 3 rd June and has now been changed to 15 th July. More details to follow next month. |
| NATIONAL EVENTS | | | | 2018 |
| JUN/ JUL | Fri/ Sun | 29 th / 1 st | TBA | Jaguar Summer Festival 2018 See details at: https://jec.org.uk/events/jaguar-summer-festival-2018 |
| JUL | Fri/ Sun | 20 th / 22 nd | TBA | Silverstone Classic 2018 . See details at: https://jec.org.uk/events/silverstone-classic-2018 |

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