



**JEC Essex Thameside**

*Sharing the passion*

**ISSUE No. 137 SEP 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

## 2018/2019 COMMITTEE

**Doug Warren**  
Chairman & Editor

[dwarren169@btinternet.com](mailto:dwarren169@btinternet.com)

**Graham Cook**  
Vice-Chairman

[cook\\_gm@hotmail.co.uk](mailto:cook_gm@hotmail.co.uk)

**Vaughn High**  
Club Secretary

[vaughn.high@sky.com](mailto:vaughn.high@sky.com)

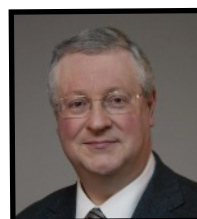
**Richard Gibby**  
Treasurer & Webmaster

[rwgibby@gmail.com](mailto:rwgibby@gmail.com)

**Gill Cain**  
Membership Secretary

[jeccain451@outlook.com](mailto:jeccain451@outlook.com)

**Committee Members:**  
Neil Shanley, Robert Cain, Mary Monk



### PAGE INDEX:

**Page 1: Front Cover**

**Page 2: Club Committee 2018-19/Index**

**Page 3: Charity Donation**

**Page 4: Ingatestone Classic Car Show**

**Page 5: Moths, Mosquitos & Other Flying Things**

**Page 6: Moths, Mosquitos & Other Flying Things**

**Page 7: JDC Area Day - Hyde Hall**

**Page 8: JDC Area Day - Hyde Hall**

**Page 9: AutoArt Advertisement**

**Page 10: Advertisements**

**Page 11: Event Schedule**

**Page 12: Grange & Beadles Sponsors**



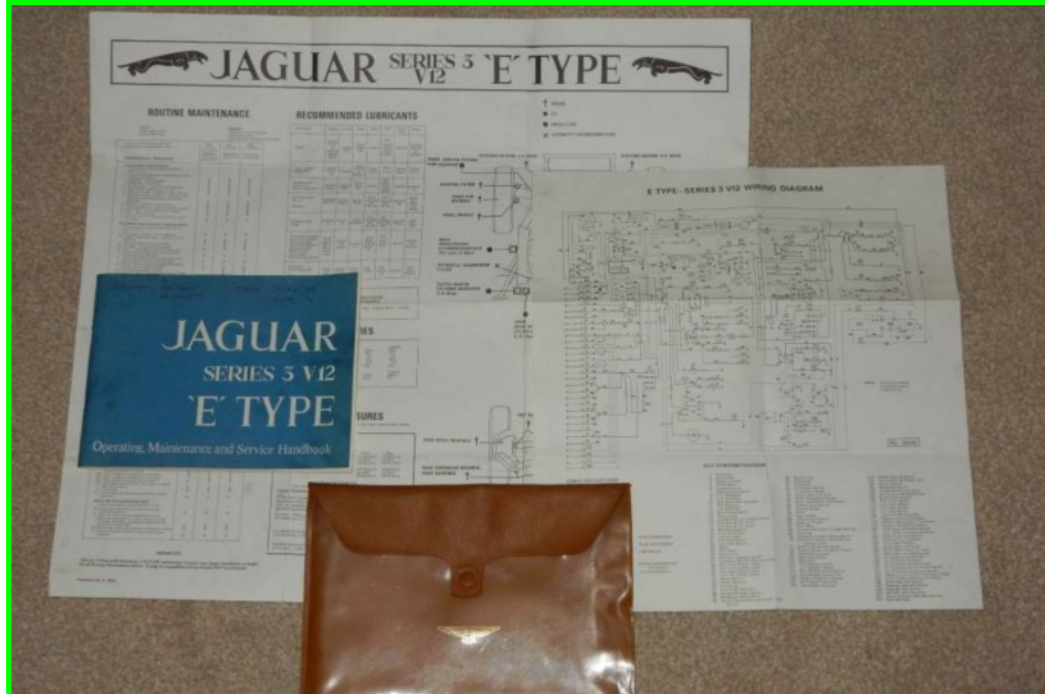
# JAGUAR E-TYPE SERIES 3 OPERATING MANUAL & SERVICE HANDBOOK - *CHARITY DONATION*

While at the Maldon Motor Show, a member of the public visited our event shelter and got talking to members. He had an Operating Manual & Service Book, Electrical Chart & Maintenance Chart for a Jaguar E-Type Series 3, V12 which he wanted help selling and the proceeds to go to the N.S.P.C.C.

I advertised it on the national club website and it was duly sold for £100. A cheque was sent to the N.S.P.C.C along with a Gift Aid form which allows the charity to claim back a further 25%.

A nice gesture from that person, who unfortunately did not leave his name. A Jaguar enthusiast has the book and charts and the charity benefits by £125 in total.

A good days work!



Tel: 01708 228150 or E-mail: [info@essexjaguarspares.co.uk](mailto:info@essexjaguarspares.co.uk)

[www.essexjaguarspares.co.uk](http://www.essexjaguarspares.co.uk)



## ESSEX JAGUAR SPARES



### INDEPENDENT JAGUAR SPECIALIST

FOR HIGH QUALITY SERVICING, REPAIRS AND THE SALE OF USED AND RE-CONDITIONED PARTS

JAGUARS WANTED:  
ACCIDENT DAMAGED,  
MOT FAILURES,  
ABANDONED PROJECTS

ELECTRONIC FAULT DIAGNOSTICS  
INCLUDING FAULT CODE READING,  
WARNING LIGHTS EXTINGUISHED

K & H TRADING ESTATE,  
ST MARYS LANE,  
UPMINSTER,  
ESSEX. RM14 3PA

## 'Bleak House'

On Sunday 29 July, eleven cars from our club went to the Ingatestone Hall Classic Car Show, eleven years after we last attended as a club in July 2007.

Ingatestone Hall is a Grade 1 listed 16th century manor house, originally built by Sir William Petrie and still occupied by his descendants; the current Lord Petrie's son lives in a private wing with his family. Queen Elizabeth I spent several nights there, as did the composer William Byrd. In a coincidence personal to me, the house was let to Wanstead High School during the second world war, and it starred as Bleak House in the BBC's adaptation a few years ago.

After two months of hot sun without a drop of rain, the countryside around had been as dry as a bone. Indeed, on my return from Hatfield House a fortnight earlier, I'd found the whole of Wanstead Flats park around my house ablaze just like an Australian bush fire; 220 firemen from across London struggled to get it under control. So many of us had been praying for a break in the weather; boy, did it break!

The car show was arranged in two fields surrounding the house. It's a medium-sized local show, unfortunately made smaller this year by the weather. Arriving at about 8.15, we had just enough time to get the event shelter up before the heavens opened, and we all spent the next 3 to 4 hours huddled together in the shelter. As an opportunity for a good old gossip, it was actually quite enjoyable.



The weather meant that, apart from car owners, I don't think there were any visitors. The Mustang club were the first to leave in mid-morning, soon followed by the solitary ice cream van, who'd not had a single customer, and then a steady trickle of cars. In a short break in the rain, a few of us managed to have a look around the cars in the other field. They included a lovely old black and cream Alvis 12/70 saloon, which the owner had rebuilt from scratch about 30

years ago; he showed us some old polaroid photos of the wreck that he'd originally purchased. They also included a very rare, mid-engined AC 3000ME from the late 1970s. The final car designed by AC, with a 3-litre V6 Ford Essex engine, just 71 were sold before AC Cars in Thames Ditton closed down in 1984.

Neil, Sue and I also managed to have a look at the garden and round and round the mulberry bush - actually a mulberry tree - before the rain resumed for another half hour. Mulberries are delicious! But beware, it's well nigh impossible to avoid staining your hands (or worse) bright purple...

By about 1.30pm, as we were pretty much the last ones standing, we took advantage of another break in the weather to pull down the shelter, shove it wringing wet into the boot of Graham's XK8, and leave.

What a shame about the show and here's hoping for better weather if we go again next year. However, it was quite an experience and, despite the rain, we had an enjoyable time. *Richard Gibby*



# MOTHS, MOSQUITOS AND OTHER FLYING THINGS

If you couldn't make it to our Museum Trip on August 5<sup>th</sup>, you missed one of the most interesting events so far this year. I'm talking of the de Havilland Aircraft Museum, a gem hidden near London Colney, just off the St Albans junction of the M25 where six cars – and a motorbike – from the club arrived to be given one of the most informative and entertaining guided tours that your scribe has had the pleasure of receiving in any museum. Ably organised by our Vice Chairman, Graham Cook, we arrived at Salisbury Hall, a sixteenth century moated manor house set in the Hertfordshire countryside on a bright Sunday morning. The site is old, dating back to the first century and later used



during the Roman occupation, now taking its name from a previous inhabitant, the Earl of Salisbury. Famous occupants of the current house have included; Nell Gwynne, Lady Randolph Churchill and Sir Nigel Gresley. Chief engineer of the LNER. It later came into the hands of Sir Geoffrey de Havilland who established the aircraft company after first cutting his engineering teeth with the Wolsely Motor Company in Birmingham and latterly, the Motor Omnibus Construction Company Ltd of Walthamstow, where he designed his first aero engine.

He was one of Britain's first aviation pioneers who flew his first aircraft, with no prior experience in 1910. Well, they didn't go as fast then. The plane he flew became the first aircraft to be bought by the British Government. He was both the designer and test pilot – no pressure there then! His planes played a major role in WW1 with the Royal Flying Corps being used as fighters, for reconnaissance and bombers. In 1920, the de Havilland Aircraft Company was formed at Stag Lane Aerodrome in Edgware Road, designing and building Tiger Moths. Later, moving to Hatfield in 1930, he completed his new factory there in 1934. During WW2, it was this factory which produced the famous Mosquito and later entered the jet age with a series of twin boom fighters named Vampire, Venom and Sea Vixen. The world's first jet powered passenger airliner, the Comet, was produced here, followed by the Trident and the UK's most successful passenger jet, the 146.

Did you know Sir Geoffrey was a bit of an insect lover which goes to explain why he gave his planes names like Moths, Queen Bees, Hornets, Wasps and, of course, Mosquitos. Incidentally, Nigel Gresley was a bird watcher, or something similar, and he named his locomotives after some of our feathered friends, the Mallard springs immediately to mind. Not a lot of people know that.

With the Jags – and the Triumph – parked in the museum grounds with a DH 121 Trident 2E as a photogenic back drop, we met our guide, the museum curator and commenced our tour. The list of exhibits is too long to describe here, so I will select a few that caught my eye.....

The DH 53 Humming Bird (not an insect) was de Havilland's first light aeroplane. Built in 1923 and '24. Used by the RAF for experimental work including being launched from and retrieved by an airship. (R-33)

For Bond fans, they have an Autogiro (C.24) on display in unrestored condition. It is the only rotorcraft de Havilland ever built and this one was the first and the last – pretty rare then. Designed by its inventor, Juan de la Autogiro – no, only kidding, de la Cierva – it had a cabin of the DH Puss Moth making it the first enclosed Autogiro.

Probably one of the most familiar names for an early plane is the Tiger Moth (there, an insect at last). These were built over a relatively long period and quite a few are still flying. This one was built at Hatfield in 1939 and used for pilot training in the War, as many were. In 1956 it was converted for crop dusting and retired in 1961. Note the centre section top wing support struts are forward of the cockpit to make bailing out when wearing a parachute easier. Around 9,000 were built.



The DH 82B – Queen Bee – was a low cost target aircraft. It could be flown manned, but this did place the pilot at some risk of being shot. To the relief of many a pilot, in 1935 at Farnborough, it was flown by remote control. It was operated from the ground receiving simple instructions via radio, which were selected using a standard telephone dial of the type seen in 'phone boxes. The plane towed streamers behind as the targets. These radio controlled planes were called worker bees or drones since the aircraft they were adapted from what was the Queen Bee. The Drone name still applies to this day. (and not many people know that either) The one on display is a 1943 example restored by the museum in 1986.

In the next hangar we found the DH 98 Mosquito...and two more variants. This was the plane we had really come to see. It is THE prototype and the only surviving first prototype of a twin engine piston powered WW2 combat aircraft. De Havilland proposed it



to the ministry as a fast un-armed bomber and, after many rejections a prototype was ordered in December 1939. Designed and constructed at Salisbury Hall, it had an estimated top speed of 397 mph at 23,700 feet with a range of 1,480 miles. Following its maiden flight during which it out performed these expectations, the Ministry ordered 150. To save on strategic materials such as aluminium, de Havilland constructed the plane using wood as it had done with many planes previously. This was basically Balsa wood sandwiched between two layers of ply and shaped around concrete moulds. (also on display). Unfortunately, this meant a lot of carpenters were needed, together with facilities to make the plane since standard aircraft factories were not geared to this type of construction. The answer..... subcontract it out to Britain's furniture makers! Total production amounted to 7,781 aircraft, this prototype was ordered to be destroyed – 'take it into a field and burn it' but the chap in charge disobeyed that order thankfully, and kept the plane hidden, moving it from one storage facility to another over the years until eventually the museum acquired it.

This prototype became the fastest mosquito ever flown attaining a maximum speed of 439mph. There are around four variants manufactured and the museum has two of them; the B.MK.35 Bomber adapted to take a 4,000lb high capacity blast bomb. The museum's model built in Hatfield in 1945, flew in the film "Mosquito Squadron". It was finally retired from service in 1959 and ended its flying days in 1968.

The third Mosquito is made up from the original fuselage, with wings of a Sea Mosquito, recovered in Israel in 1980. This model is an FB Mk VI, the most widely produced variant and was basically a fighter – bomber equipped with four Browning machine guns in the nose and 20cm Hispano cannons in the belly. Oh, it also carried two 500lb bombs internally and another two under the wings. Not a holiday charter then! But we will come back to this in a little while.

In 1943, De-Havilland produced its first jet powered aircraft – the DH100 Vampire FB6. A great advancement but still using the balsa/plywood sandwich semi-monocoque for the pod structure. They made 4,376 of these. The one at the museum was built at Hatfield in 1949 and supplied to the Swiss Airforce who donated it to the museum in 1974. Other 'V' jets on show included; a Sea Vixen and a Sea Venom.

There are far too many exhibits to talk about here, however we cannot finish without a mention of that plane made famous by Dan Air on many an early package holiday to Spain and beyond..... The DH106 Comet 1A. The world's first turbo jet powered airliner, and what a beauty! With the swept back wings mounted below a pressurised cabin and with the engines buried in the wings, it was a real looker. It could carry up to 44 passengers at an altitude of 40,000 feet. Ground breaking stuff.

It entered service with BOAC in 1952 and was an instant hit with the passengers who enjoyed superb views from its large square windows.... and therein lay the problem, for in 1954 all Comets were grounded after a series of crashes. The thin metal skin became fatigued with the force of the cabin pressure and the corners of the windows created and concentrated cracking in the fatigued fuselage, resulting in catastrophic failure.

Some success was later enjoyed with the Comet 4 with a redesigned fuselage and oval windows. The exhibit we entered was the fuselage of the first Comet 1A airliner built at Hatfield in 1953 for Air France and is the only remaining fuselage with the square windows.

If you need more, then do visit this gem in the fields of Hertfordshire, you won't be disappointed.

And finally, in keeping with the aeronautical theme we met for breakfast at North Weald Aerodrome where coincidentally an American Classic Car meet was taking place – check out the '62 Thunderbird! *Neil Shanley*







# HYDE HALL

## SUNDAY 19<sup>th</sup> AUGUST

### 2018

The Jaguar Drivers Club (Area 33) held their annual get together at Hyde Hall on Sunday 19<sup>th</sup> August. Other local clubs in attendance were Aston Martin, Bentley, Morgan, Austin 7, Essex TR Register, Triumph Eastern, Porsche, Singer, South Essex MG, JEC Essex & Suffolk Borders and of course, JEC Essex Thameside.

35 Jaguars turned up from Essex Thameside Region and we presented a great display with the Jaguar sports cars at the front and saloons at the rear.



Weatherwise, it was dry and warm, although during the morning it was very windy. This culminated in the club having to dismantle the gazebo just after lunch. The wind caused the frame to drop on various corners and it became too much of a risk to keep it up.



The show was a complete success and I believe all attendees were impressed with the display's of cars from each club. The indication from Hyde Hall staff was that 3,800 visitors attended that day, which was up from 2,970 last year. It was good to see some new clubs join us at the show including Aston Martin and Bentley who provided a variety of cars from various eras. Although in attendance last year, the local Mercedes club were unable to display this year due to a conflicting event. Like all these shows, you can guarantee there is something else going on elsewhere during the summer season on the same day. Just up the road was the Battlesbridge Custom Culture Show which featured Classic and Custom Cars, Bikes & Scooters.



## HYDE HALL cont/.....



On display, on the Aston Martin stand, was this lovely AM DB6.

How they have evolved, see Steve Rider's 2017/8 AM Vantage below.



Other attendees were the cars from the TR Registry.



See in the picture to the left a Triumph TR2, TR4A and TR6. The TR2 had a straight four cylinder 1991cc engine, 2 x SU carburettors which gave it a top speed of 107mph. Whereas the TR4A had a straight four cylinder 2138cc engine with 2 x ST carburettors which gave it a top speed of 109mph. Not a lot for a difference of 10 years between these models. However, the TR6 came along with a 2.5L straight 6 engine with a Lucas Indirect Fuel Injection system for UK markets giving it a top speed of around 119mph (Autocar test). In the US and other export markets a Twin Stromberg 175CD

carburettors were fitted.

It was good to see Les Cowling's early E-Type on display too. It was built in 1961 but wasn't registered until 1962. It apparently spent some months at the Jaguar factory before being sent to a dealership in Harrogate. What is unusual is that at the time there was a high demand for E-Types, although the convertible was the preferred choice. Even so, for the car to sit around at the factory for a few months does question whether it had a special purpose. Les has established that the car had a different number plate to that one shown now but is at a loss to find out what it was. Without the original number plate, he may never know.

Various enquiries with Jaguar Heritage and Jaguar themselves has failed to find out much about this car. It has been established that it was first registered in February 1962, but in July 1962, a new engine was fitted. What is odd is that a new identification plate with the current engine and moss gearbox number was also fitted. By whom, he is not sure, whether it was Jaguar or the dealership that sold it, is not known. This may be one of life's mysteries. *Doug Warren*





# Your look your style our passion!

**Tel:** 44(0)7912 877771

**E-mail:** [mario@autoart-uk.com](mailto:mario@autoart-uk.com)

**Web:** [www.autoart-uk.com](http://www.autoart-uk.com)

## SERVICES OFFERED:

Paint Correction	Renovation	Leather restoration
Steering wheel restoration		Headlamp correction
Alloy wheel refurbishment		Paintless Dent removal
Valeting	Paint protection	Ceramic coatings
Classic car storage		Show car preparation
Bespoke details tailored to you		

Up to 20% Discount to JEC Members

## CLIENT FACEBOOK REVIEWS

Steve Fish

21 November 2017

*What can I say. I was resigned to getting my car re-sprayed as the paintwork was well, tired to say the least. But Mario convinced me he could rejuvenate it. I'll admit I had reservations but boy, did these guys do a fantastic job! If you flick through the posts you'll see my red Capri. What a transformation. I cannot recommend these guys highly enough! The time they have taken into getting me to love my car again is phenomenal! Thank you so much!*

Richard Noble

4 January 2018

*Excellent job on my XK. An 11 year old car now looks like better than when it was new!*

Lee Browning

6 January 2018

*Highly recommended, amazing work, you need to see it to believe it. Blown away with the final result.*



**AUTOART DETAILING**  
**ASHWELLS ROAD**  
**BRENTWOOD**  
**ESSEX**  
**CM15 9SE**

FOR ALL YOUR

*Jaguar servicing  
& parts needs*



LOCAL | COMPETITIVE | PARTS  
SKILLED JAGUAR TECHNICIANS  
COLLECTION & DELIVERY  
WHILE YOU WAIT SERVICE

**0844 659 6191**

**Lookers**

Customers for Life

JAGUAR SERVICE CENTRE,  
CUTON HALL LANE, CHELMSFORD  
ESSEX, CM2 5PX



JAGUAR



**RAC**  
approved

[www.ajservicing.co.uk](http://www.ajservicing.co.uk)

**Car, Van, Fleet Servicing**  
**Basildon, Billericay, Brentwood,**  
**Stanford-le-Hope, Upminster, Essex**

**Tele: 01268 661722**



Services available at this garage  
are:

- MOT Test (by appointment only)
- Servicing all makes
- Brakes
- Exhaust
- Tyres
- Clutches
- Tyres
- Engine tuning
- Electronics
- Diagnostics
- Steering
- Suspension
- Gearboxes
- Automatic transmission

**We have been voted the best for quality and value within a 20 mile radius of our premises and strive to be number one in the country**

**Free collection and delivery within 10 mile radius.**

**CROWNLANDS**

G A R A G E

**FOR YOUR MOT, SERVICING, DIAGNOSTIC,  
BODYWORK NEEDS AND MORE...**

**ALL MECHANICAL AND BODYWORK UNDERTAKEN**

**PLASTIC WELDING, FIBREGLASS, DENT AND CRASH REPAIRS,  
BUMPER SCUFFS AND INSURANCE WORK UNDERTAKEN**



**SPECIAL OFFER**

10% off a sit down meal in the Spice Masala,  
High Street, Ongar with a Crownlands Garage  
discount card from work undertaken  
by Crownlands Garage.

**MECHANICAL 01277 364 545 | BODYWORK 01277 363 166**

[crownlands.garage@mail.com](mailto:crownlands.garage@mail.com) | A414 Chelmsford Road, High Ongar, CM5 9NW





REGIONAL EVENTS / OTHER EVENTS				2018
MONTH	DAY	DATE	TIME	LOCATION
SEPT	SUN	2 <sup>nd</sup>	9am	<b>New Hall Summer Wine Festival</b> Join fellow club members at this annual event. Free entry has been arranged, passes through Doug Warren. Please advise Doug if you wish to attend. No pass, No entry! See details of the vineyard at: <a href="http://www.newhallwines.com/">www.newhallwines.com/</a>
SEPT	TUES	11 <sup>th</sup>	8pm	<b>Club Night</b> Langdon Hills Golf & Country Club <i>One week later due to Golf event.</i>
SEPT	Fri/ Sun	7 <sup>th</sup> / 10 <sup>th</sup>	ALL DAYS	<b>Cotswold Weekend arranged through Scenic Car Tours</b> <b>FULLY BOOKED</b>
SEPT	SUN	23 <sup>rd</sup>	8am	<b>The Warren Classic &amp; Supercar Show.</b> Contact Vaughn High at: <a href="mailto:vaughn.high@sky.com">vaughn.high@sky.com</a> to book a place. Charity donation of £5 for entry.
SEPT	SUN	30 <sup>th</sup>	8am	<b>Battlesbridge 32<sup>nd</sup> Motorbilia Day.</b> <b>FULLY BOOKED</b>
OCT	TUES	2 <sup>nd</sup>	8pm	<b>Club Night</b> Langdon Hills Golf & Country Club
OCT	SAT	6 <sup>th</sup>	8am - 11am	<b>The Cherry Tree Pub Stambridge Breakfast Meeting</b> <b>Stambridge Rd, Rochford SS4 2AF</b> Following the success of The Hare & The Castle pubs, part of the Pie & Pint Group, a new venue has been purchased by the Group and refurbished. This will be the first Breakfast Meet to be held at this pub and worth a visit.
OCT	SUN	21 <sup>st</sup>	9am	<b>RAF Museum Hendon.</b> Meet at South Mimms Services. Tea/Coffee on arrival. Guided tour of museum and lunch £22 per person, payable by no later than club night on 2 October. Contact Richard Gibby at: <a href="mailto:rwgibby@gmail.com">rwgibby@gmail.com</a> to book place.
NOV	TUES	6 <sup>th</sup>	8pm	<b>Club Night</b> Langdon Hills Golf & Country Club
NOV	SAT	24 <sup>th</sup>	6:30pm	<b>Joint Christmas Dinner Dance with Essex &amp; Suffolk Borders</b> Contact Neil Shanley for tickets at <a href="mailto:neilshanley@btinternet.com">neilshanley@btinternet.com</a>
DEC	TUES	4 <sup>th</sup>	8pm	<b>Christmas Club Night</b> Langdon Hills Golf & Country Club With Christmas Buffet and big raffle prizes!
NATIONAL EVENTS				2018
OCT	Sun	21 <sup>st</sup>	10am	<b>International Jaguar Spares Day - Warwickshire</b> Stoneleigh Park Exhibition Centre Nr Coventry Warwickshire CV8 2LZ See details at: <a href="http://www.jaguarsparesdays.co.uk">http://www.jaguarsparesdays.co.uk</a>
NOV	Fri/ Sun	9 <sup>th</sup> / 11 <sup>th</sup>	9am	<b>Classic Car Show NEC Birmingham</b> See details at: <a href="http://jec.org.uk/events/lancaster-insurance-classic-motor-show">http://jec.org.uk/events/lancaster-insurance-classic-motor-show</a>

THE JAGUAR RANGE

# MEET THE NEW GENERATION



The Jaguar range offers an effortless and luxurious driving experience for every journey. From the dynamic All-New XF and high performance F-TYPE, to the efficient XE and practical F-PACE, Jaguar expertise and passion puts you in control of the road ahead.

Prices start from £26,990

#### **Beadles Southend**

Bell House Mill, Southend Arterial Road, Eastwood,  
Leigh on Sea, Essex, SS9 5NG  
01702 808080 [beadles.southend.jaguar.co.uk](mailto:beadles.southend.jaguar.co.uk)

#### **Grange Brentwood**

2 Brook Street,  
Brentwood CM14 5LU  
01277 249500 [grange.brentwood.jaguar.co.uk](mailto:grange.brentwood.jaguar.co.uk)

## THE ART OF PERFORMANCE

Fuel consumption in mpg (l/100km): Urban 17.4-64.2 (16.2-4.4); Extra Urban 33.2-83.1 (8.5-3.4); Combined 25.0-75.0 (11.3-3.8). CO<sub>2</sub> Emissions 269-99 g/km. For comparison purposes only. Real world figures may differ.