



JEC Essex Thameside

Sharing the passion

ISSUE No. 139 NOV 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

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Vice Chairman

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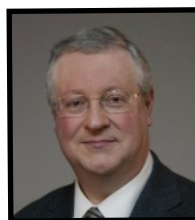
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Committee Members:
Neil Shanley, Robert Cain & Helen Clark



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NO LONGER A SPACE AGE SOUNDING JAGUAR

Jaguar has removed a safety feature from its new I-Pace model because it proved a distraction to pedestrians.

The audible vehicle alert system (AVAS) was designed to warn visually impaired pedestrians when an electric vehicle is approaching, as the cars are almost silent when operating at lower speeds.

Jaguar had originally planned to make the I-Pace sound like a “sci-fi spacecraft”, but in testing the carmaker found that the sound caused pedestrians to look up at the sky, instead of in the direction of the vehicle.

The company then developed a new sound, which is emitted from a speaker located behind the front grille. The alert can be heard in every direction, and cannot be switched off.

Jaguar engineers worked for four years to develop the AVAS, and consulted with charity Guide Dogs for the Blind to “ensure real people are at the heart of our product testing”.

Iain Suffield, a technical specialist at Jaguar, said: “The absence of traditional engine noise from electric vehicles creates a problem for vulnerable pedestrians, such as the blind or visually impaired. This is especially true at low speeds in town centres and car parks. We developed the audible vehicle alert system for the I-Pace to ensure the safety of all road users.”



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BEADLES OFFICIAL LAUNCH EVENT

On Saturday 6th October Beadles of Southend had their official launch event at their new premises in Rochford.

A number of members visited the premises and were treated with a goodie bag, tea, coffee, Danish pastries, cakes, burger bar and for the children, sweets, a magician and toy Land Rovers on a tyre track within the premises. Visitors were shown around the new showroom for Jaguars and Land Rovers, including the work bays with all new equipment.

On display in the Jaguar side was a customer's 1969 Series 2 Jaguar XKE and on the Land Rover side a Series 2 Land Rover and a Series 1 Land Rover Discovery.

The rain held out till around 1.30pm so those

visiting in the morning were able to enjoy looking at the cars inside and outside. On display, was the full current range of Land Rovers and Jaguar cars, including the iPace and SVR versions of the F-Type.



Bill Latimer (Head of Business) thanked us for visiting. He was impressed by the number attending and the quality of our cars, particularly the Mark II's.



One member who found the event enjoyable was member Claire Galbois-Alcaix and Ray Oliver's dog, "Cooper". He walked up the access ramp (below his paws in photo) and nestled into a Foldable Pet Carrier on display in a new Land Rover in the showroom. As a result Claire & Ray brought it for him as well as a Portable Rinse System for him to go in their Land Rover. What a pampered pooch!



THE WARREN CLASSIC AND SUPERCAR SHOW

WET WET WET. No, not the 90's Scottish Band, but the state of the weather at The Warren Classic and Supercar Show on September 23rd 2018. The omens were not good the day before as we set out the pitch and erected the Event Shelter under a grey sky cloaked in ominous brooding doom laden clouds, made heavy with an endless supply of potential rain. Come show time, the said shelter became as popular as a pub serving free beer. Some clubs, like the Ford Mustang Club elected to erect their shelters on the day – bad move! Although we suffered a few no shows, we managed to field an impressive array of cars, with a pair of E Types, a prail of Mark 2's, a 420, an early XJ6, together with later examples of the marque including, XJ 6's an XJS, and an XJR. A smattering of XK8's, an F type and an E Pace brought us bang up to date. Upon arrival, not surprisingly, most members set up camp in the Event Shelter. It looks like an igloo and certainly felt it on this day.



Several hot beverages later, the time came to boldly go – I felt like saying “I may be some time” as I boldly went. Buffeted along with the wind behind the brolly and lashed by rain, the first – and nearest – stop had to be the Evolution Marquee. Not many people inside, but they were serving Prosecco, as sampled by Julie and Marise. Central to their display were two E Types, a coupe and a roadster. Both immaculate – you could probably eat your dinner from the coupe's engine. It looked like it had just been removed from a counter display at Tiffany's. A beautiful restoration, but how much of the original was left? Probably more than the roaster which had been upgraded and modernised, particularly around the wind screen. If it did have a hood, it wouldn't leak, I wager. But if you can service the national debt of a small African nation, buying one shouldn't be a problem.



Further down the field we spied a couple of Enzo's keeping company with a La Ferrari (I think!) and Nick Mason's 250 GTO which I believe he originally paid £86K for all that time ago. And, if Bugatti's are your bag, opposite, in an ever

increasing small lake there sat three Bugs, a Chiron and two Veyron's. Squint and you can't tell the difference. Sticking with the supercar theme, further down the field two classic Lamborghini Urraco's were parked together with a Gordon Keeble, an Alfa and an Iso something – not sure of that one.

Bond's company car was there with its DB2/4 and 4 cousins. There was even the latest Zagato. Splendid! To their left and further up the sparsely populated grass bank a few stateside machines were lined up for our delectation. The maroon Pierce Arrow with whitewalls stood out amongst the well turned out examples. You simply don't see many in Blighty. It kept company with a white Caddy of early 60's vintage, a '55 Bel Aire and a '58 Buick Super – often seen at Battlesbridge. If its speed that you are after, a rare Carroll Shelby Mustang in lime green made an appearance. I think a GT 500 – one for Chris. A very personable young lady invited me to join her in a new Citroen SUV – the best offer I received all day – but, with a classic DS on their stand, there was no real competition. Replacing the aging Traction Avant, it wowed everyone at launch in 1955 and is still a head turner now. Whilst attendance was down compared to the previous year, there were a few unusual vehicles to see, including this Alvis Graber Special – one for Richard, I think. Probably based on the TD21, I believe they called it a TC108G? Help me out here, Mr Gibby.

Still, it wasn't all cars, you know. There were also bits of them too. Did you all notice the sprinkling of E Type bonnets dotted about the place? Some more interesting than others. The traders hosted some fine displays. Take Teddy's Kitchens, they had a Formula 1 Ferrari on their stand which fired up its engine every hour or so. Brilliant sound, but not very suitable for a kitchen appliance. One trader selling “affordable classics” displayed the ex Steve and Carrol Perryman Daimler, yours for “around 20 grand”. Next door was the H&H Auctions Stand. The main crowd puller here was a modified black E Type 4.2 of 1966 vintage and supplied new to Hugh Campbell, the 6th Earl of somewhere. It came with; a tuned engine, shark gill bonnet, Koni shocks, competition wheels andtwin headlamps! Three examples were manufactured, in part by Abbey Panels and, apparently, William Lyons gave it his blessing – really? It looks like a Jensen CV8 from the front to me, and that is not a good thing.



The sun was supposed to break through and shine at 3.00pm, according to the Weather App on my 'phone. Well, it was fifteen minutes early. It felt like a heat wave had hit the place and my fingers turned from blue to pink again and I regained the feeling in my toes. All this was just in time for the promised fly pass by the last flying Lancaster Bomber in the country. It made three passes at about 250 feet. Very impressive. Catch up with the video, the sound it makes is unique. Conclusion – great show, pity about the weather. Better luck next year.

We'll leave it there. Our thanks go to Vaughan High for the organisation, the helpers who erected and dismantled the club stand and all those who braved the weather and turned up.

Submitted by Neil Shanley



Ten o'clock: Scramble!

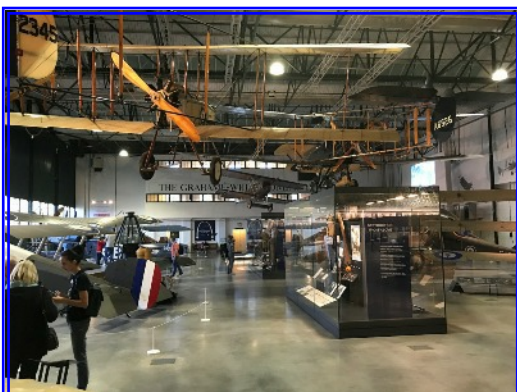
April this year marked the centenary of the Royal Air Force and, commemorating the 100th anniversary, the RAF Museum in Hendon has been transformed with the addition of three new galleries and redeveloped grounds. 27 members of our club celebrated by visiting on a beautifully sunny October day; perfect flying (all right, driving) weather.

After morning coffee and pastries in 601 Squadron room, we divided into two groups for a conducted tour led by our two volunteer guides, Howard Clark

and Steve Sierra, who were amazingly knowledgeable and interesting.

We started in Hangar 2, dating from about 1910 and apparently moved 500 yards, brick by brick, from near Colindale to its current location. Hendon was originally a private airfield and factory, building Bleriot aircraft for about five years before the war started. The owner would proudly show off the factory's brand new electricity distribution system (equivalent to the consumer unit under your stairs) in glass-fronted cabinets as the latest technology.

Louis Bleriot was, of course, the first person to fly across the English Channel (from France to England). A competition had been organised, but he realised that the real prize was not to win the race but to be the first person across. So, he got up early, in darkness, and took off at dawn's first light while the other competitors were still in bed! Halfway across, his engine was overheating. He was lucky to spot a rain cloud and flew into it and around a couple of times, the rain cooling his engine a little, and then made it to England. However, he was lost and didn't know where to find the airfield in Dover. He followed a railway line, then a road until he spotted some crowds obviously making their way to the airfield. Some kind souls in a car saw him gesticulating above and pointed the way; he found the airfield where he crash-landed safely (crash landings were not uncommon then).



When World War I began, planes – and their armaments – developed very rapidly. At first, pilots were unarmed, just doing reconnaissance. But they soon started taking pot shots at each other with pistols. Louis Strange was one of the first aviators and had the idea of mounting a machine gun to the plane. He'd just done so when a German pilot overflew the airfield, so he ran to his plane – the first ever 'scramble' – and took off. Unfortunately, he couldn't 'get it up', so to speak; the weight of the gun combined with the low power of his early aircraft meant that he just could not climb high enough to reach the German above.

As engines became more powerful and aircraft grew faster, the next problem was how to fire a machine gun forwards without destroying the propeller. One early French pilot, Roland Garros (after whom the French tennis stadium is named, although he never played himself), had the idea of fixing metal plates to the propeller blades. This worked up to a point, but it could deflect bullets into the engine. Apparently Garros successfully shot down four Germans before then shooting himself down! The Dutch engineer Anthony Fokker (employed by the Germans) then invented synchronisation gear in which the propeller itself, by means of a cam, fires the gun at the appropriate time and enables the bullets to travel through the propeller's arc.

Planes developed at a rapid pace and those of 1917-18 bear little resemblance to those of 1914. The Sopwith Camel was arguably Britain's deadliest fighter, but it killed more allied pilots than Germans; it was highly manoeuvrable but, in consequence, quite unstable and difficult to fly. The rotary engine's rotational force also made it difficult and slow to roll left; apparently it was often faster to roll right three times (270 degrees).



Moving on to the second world war and early jets in hangars 3, 4 and 5, we saw Spitfires, a Hurricane, Lancaster and others from the Allied Forces, plus a Messerschmitt, Heinkel and Stuka from the German side. This Stuka was the only one left of 13 captured after the war and had a starring role in the film 'Battle of Britain'. For the film, it was in fact altered from its actual configuration as a 'tank buster' on the Russian front – the fixings for two large cannons on the wings are still there – and given a fake bomb underneath the fuselage to replicate the Stukas that bombed our radar stations.

The Heinkel was also one of only two survivors, and studio copies of its cockpit were made for the film. This example survived apparently thanks to red tape and bureaucracy. It had been captured, repainted and left at the far end of a runway. At the end of the war, most old planes in German (or British) colours were simply scrapped but, being in American colours, they felt obliged to ask the USAAF whether they still wanted it. The reply took months, even years, to arrive, by which time the scrappers had moved on.

We ended our tour in Hangar 6, with the latest Eurofighter Typhoon and drone aircraft. We were somewhat surprised to be told the Typhoon is already obsolete, being a 4th generation fighter (1st = WW1, 2nd = WW2, 3rd = early jets, 4th = modern jets). The 5th generation fighters – such as the Lockheed F35 – are stealthy and use an entirely new form of radar which just 'listens' to the enemy and homes in without emitting any radar signals itself, except for an occasional millisecond burst. So they are effectively invisible to other aircraft. At a cost of £85 million each, apparently the UK intends to buy about 30.

It was a great day. Despite the 2½-hour guided tour, we just scratched the surface and there was so much more to see. After lunch most of us went off to explore further, but I'm sure it would be worth visiting again in a year or two.

Richard Gibby



JAGUAR LAND ROVER CLASSIC BRINGS MODERN INFOTAINMENT TO CLASSIC CARS

New range of Classic Infotainment Systems provides modern audio, navigation and infotainment functionality for most classic cars, with discreet and harmonious styling

Compatible with negative earth vehicles, Classic Infotainment System range is available in five designs including two Jaguar and two Land Rover branded units

Touchscreen Classic Infotainment System features include DAB, FM, AM radio, customisable satellite navigation and Bluetooth

Premium sound quality from single DIN head unit with built-in 4 x 45-watt output

For details about the Classic Infotainment System range, which is on display at Goodwood Revival Meeting this weekend, visit www.jaguarclassicparts.com

Jaguar Land Rover Classic has introduced a new infotainment system to its growing range of genuine parts and accessories, bringing modern functionality to classic vehicles in an authentic-looking, classically-styled, head unit.

Designed to suit most classic vehicles running on negative earth electrics, single DIN-sized Classic Infotainment System units incorporate customisable satellite navigation in up to 32 languages, smartphone integration, Bluetooth connectivity and dual DAB/DAB+ digital radio, as well as FM and AM analog reception.

Additionally, four distinct branded versions of the Classic Infotainment System will be offered specifically for Jaguar and Land Rover vehicles, with a choice of black or chrome faceplate finishes to suit Jaguars, and a choice of black or silver brushed aluminum for Land Rovers.

Controlled by a 3.5-inch high-resolution touchscreen integrated between traditional rotary controls and buttons, the navigation system's Europe-wide route guidance can be displayed as 2D or 3D maps, or as turn arrow instructions, and includes TMC traffic alerts.

Other key features of the Classic Infotainment System include:

Telephone functionality, including phonebook transfer via Bluetooth, supports up to four devices, with 1250 contacts per device

Internal microphone

System languages: English, German, French, Italian, Spanish, Russian

Up to 32 languages available for navigation function

All versions of the Jaguar Land Rover Classic Infotainment System are available to purchase from 7 September 2018 at www.jaguarclassicparts.com, priced from £1,200 (including VAT). A fitting service is offered at Jaguar Land Rover Classic Works in Warwickshire as well as select Authorised Jaguar and Land Rover Retailers.

Article supplied by Steve Rider.

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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.



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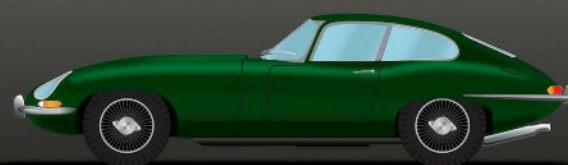
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CLUB CALENDARS 2019

"For all those wondering if we are going to continue with tradition and provide a Thameside JEC Calendar, wonder no longer, for we will provide not one, but two choices. We have the usual A4 sized version, which will sell for around £7 - £8 and, new for 2019, the Kitchen Calendars - you know, the tall slim ones which will sell for around £3 - £4.

Numbers are limited and we hope to have some for sale at November's Club Night, if the ink is dry. So why not come along and buy one. It would be good to know what the demand is in case we need to order more, so do let us know sufficiently in advance if you cannot make the night and would like to buy one."

N. SHANLEY - neilshanley@btinternet.com



REGIONAL EVENTS / OTHER EVENTS				2018 - 2019
MONTH	DAY	DATE	TIME	LOCATION
NOV	TUES	6 th	8pm	Club Night Langdon Hills Golf & Country Club
NOV	SAT	24 th	6:30pm	Joint Christmas Dinner Dance with Essex & Suffolk Borders Contact Neil Shanley for tickets at neilshanley@btinternet.com
DEC	TUES	4 th	8pm	Christmas Club Night Langdon Hills Golf & Country Club With Christmas Buffet and big raffle prizes!
JAN	TUES	8 th	8pm	Club Night Langdon Hills Golf & Country Club
FEB	TUES	5 th	8pm	Club Night Langdon Hills Golf & Country Club
MAR	TUES	5 th	8pm	Club Night Langdon Hills Golf & Country Club
APR	TUES	2 nd	8pm	Club Night Langdon Hills Golf & Country Club
NATIONAL EVENTS				2018 - 2019
NOV	Sat	3 rd	10.30am	Regent Street Motor Show What is The Regent Street Motor Show? A showcase of 125 years of motoring including veteran, vintage, classic, and modern-day cars. Something for everyone with lots of things to see and do including interactive displays and entertainment throughout the day from 10.30am until 4pm. A family friendly environment with the Street pedestrianised from Piccadilly Circus to Oxford Circus. The usual shopping appeal of Regent Street with a great opportunity for some early Christmas shopping too! ...and best of all, it's all completely free to view!
NOV	Fri/ Sun	9 th / 11 th	9am	Classic Car Show NEC Birmingham See details at: https://jec.org.uk/events/lancaster-insurance-classic-motor-show
MAY	FRI/ SUN	10 th / 12 th	TBC	Jaguar Festival 2019 at Blenheim Palace Jaguar Land Rover Classic are our Headline sponsor and SNG Barratt are our Title Sponsor, they will both be in attendance throughout the weekend at both our entertainment venue, the wonderful Heythrop Park Resort, before we make our way to Blenheim Palace on the Sunday for the Jaguar extravaganza. As our only flagship event in 2019 this will be the one to attend with a BBQ, Gala Dinner, and auction amongst the events at Heythrop Park as well as evening entertainment, VIP's, and some very exciting cars! More details to follow nearer the time.
JUN	SUN	16 th	TBC	Jag Fest 2019 Organised by the Kent South Region of the Jaguar Enthusiasts' Club and in association with, the National JEC, we welcome all National & International JEC members and owners of any other Jaguar or Daimler car, to join with us for, what promises to be, a very exciting weekend extravaganza, More details nearer the time.

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