

CHAIRMAN'S MESSAGE

Hello All,

On Sunday 17th March we had a splendid lunch which was well supported by 27 members at Top Meadow Golf Club. As usual the time flew by and there didn't seem enough time to catch up with everyone.



I am happy to say our cream tea Paper Mill boat trip on the 25 May is a sell out, with all the tickets going on the day we released the event.

Arrangements have now been finalised for Drive-It-Day on Sunday 28th May. We will be meeting at North Weald Airdrome, where we expect there will also be cars from other car clubs. You will be able to purchase breakfast if you wish to set you up for the day. From there we will be taking a scenic drive to The Forties Experience Museum at Bushey, in Hertfordshire. You can see how life was in the forties and hopefully listen to a live band. The museum promises to be interesting and an unusual place to visit. We are then driving to a gastro pub for lunch. Member will be able attend all, or any parts of the day they wish. Full details and timings will be given closer to the day.

We will be holding our region's AGM with the election of the committee, at the April club night, please see details in the news letter.

I look forward to seeing many of you at our next club night on Tuesday 5th March.

Happy motoring.

Regards

Graham Cook

Chairman Essex Thames Region

cook_gm@hotmail.co.uk / 07767 888040

Jaguar Enthusiasts' Club

ESSEX THAMESIDE

REGION



May 2018
Battlesbridge Show
Best Club Stand Award

*Club meetings are the 1st Tuesday of the month at 8pm:
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THE ART OF PERFORMANCE

Official fuel consumption for the Jaguar range in mpg (l/100km): Urban 17.4-58.9 (16.2-4.8); Extra Urban 33.2-80.7 (8.5-3.5); Combined 25.0-70.6 (11.3-4.0). CO2 Emissions 269-104 g/km, Official EU test figures. For comparison purposes only. Real world figures may differ.

*From price applies to an E-PACE D150 AWD MANUAL.



ESSEX THAMESIDE REGION

2018/2019 COMMITTEE

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Mary Monk
Vice Chairman

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Vaughn High
Club Secretary

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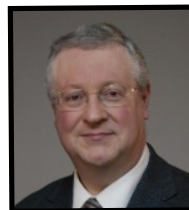
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Treasurer & Webmaster

rwgibby@gmail.com

Gill Cain
Membership Secretary

jeccain451@outlook.com

Committee Members:
Neil Shanley, Robert Cain & Helen Clark



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My Experience with Beadles of Southend

Recently I had an experience at Beadles of Southend which pleasantly surprised me. I have always been wary of main franchise dealers as they seem to never miss a chance to charge you mega money.

So finding myself needing a new tyre on the XF she was booked into Formula 1 for a nice new one. And, of course they required the key to the wheel locks, an ensuing search of car, home and garage drew a blank.

As I did not have the key number a replacement was not possible. So on to the internet to see what could be done, there are keys you can hammer on and force the lock off but the wheel could sustain damage. Jaguar forums were saying that if you purchased a new full set of locks at a cost of £70, they could remove the old ones (as they keep a full set of master keys) and fit the new ones. But, some people had been charged an hour's labour (at a cost of £150) for doing so.

Gill, my dearly beloved, then phoned Beadles at Hadleigh to ask if they could help. They are, in fact the closest franchise dealer to me. She was connected to a chap called Steve who was very helpful and said if we purchased a new set of locking nuts he would remove the old ones and fit the new. I quickly drove down to Beadles drive through service area and pulled in. I reported to one of the desks and asked for Steve as instructed. Almost straight away he came out and true to his word started work on my car. Whilst he saw to the car I had a good look round the cars in the showroom, lovely jubbly.

Thanks to Beadles I was able to drive to Formula 1 and have my new tyre fitted. Beadles Southend is now my preferred service garage and my car is already booked in for its next service and for a problem with the central locking to be done under warranty.

The moral of this story is don't lose your locking wheel nut
by Bob Cain



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Sunday Lunch at Top Meadow

On Sunday 17th February, some 20+ members of the club went out to Sunday lunch at Top Meadow Golf Club and enjoyed a three course meal. The venue had recently been refurbished with new lighting, windows and decorations. Their restaurant is modern and elegant with a large conservatory giving it a wonderful bright and airy feel. The surrounding views are stunning countryside making it a tranquil setting for an intimate dinner or lunch. The Sunday lunch menu was £18:50 for a three course meal and coffee. The menu was quite extensive and had the option of other items which only incurred an extra surcharge of £2-£3 depending on item chosen.



It was nice to meet up in the quieter months of the year for a get together with fellow members and a good time was had by all.

JEC Essex Thameside AGM - Election of Committee Members.

JEC Essex Thameside's AGM this year will be held at Landon Hills Golf & Country Club on 2nd April, at 8:30pm.

We have bought the AGM forward by one month, in order that the club will have a committee elected prior the start of the show season.

We need to re-appoint committee members and/or appoint new member(s) to the relevant posts.

Should you wish to consider standing for any of the posts up for election, please immediately advise the Club Secretary -Vaughn High : vaughn.high@sky.com

Full details of the committee roles are available upon request.

The committee hope you will be able to attend, and look forward to seeing you at the April club night.



VIEWED IN VASHON *by Neil Shanley*

Following my earlier spread in the July 2018 Newsletter on classics spotted during my travels in Seattle, I was inundated with a request for more. So, for this piece I decided to take a look to see what could be found on Vashon – an island nestling in Puget Sound just South of Bainbridge in America and one recently visited by Sue - my wife, Samantha -my daughter and myself. Sam needed to collect some wine that she had ordered and we felt it would be good to include some sightseeing along the way. The wines here are delicious, by the way. This lovely island not only provides fine wine, but also boasts beaches, varied accommodations, family run restaurants, art galleries and some quaint shops, all just a ferry ride from Seattle. But these are not the only pleasures that Vashon has to offer, look carefully and you will come across some interesting old Detroit hardware, some wrecked and some pristine, but all interesting. Window shopping, viewing art galleries and looking at shoe shops was high on the agenda, and so having parked Sam's Merc in the local supermarket car park we saw our first "classic". Well, not really, it was the worst Mk 1 Golf I had seen this side of a breakers yard. It was decomposing before my very eyes. It takes that "grunge look" to a different level.

Vashon is not big and its centre consists of just one main street and, whilst the girls inspected another flower shop, I sauntered down the sidewalk to photograph a pristine white Dodge Dart Swinger of 1970 vintage that I had seen as we drove into town. The model line was noted as a compact in the States and was manufactured during the '60's and '70's. This was the cheapest model Dodge made and shared much of its hardware with its Plymouth sibling and was a popular economy car, family car, muscle car and a world car. Not bad.

In a nearby car park I spotted a 90's XJS. You do see a few in the States and all look pretty good. This one had square headlights, unusual for this part of the world. A pity I couldn't get a better shot.

Back to the compact theme, Ford were manufacturing their Falcon, not just in North America, but worldwide during the sixties. You could choose a station wagon, a two or four door sedan, a two door hard top, a convertible or a pick-up all based on the Falcon floor pan. The contemporary Mustang also used much of its underpinnings. As with most American cars, they came with a choice of six cylinders or the full-fat V8 below the bonnet. We spied this tired looking example parked in a quiet country lane and is, I believe, a 4-door sedan of early to mid-sixties vintage.

Many front gardens here have open access to the road so it is often easy to spot some old motor becoming one with nature. I took this Dodge from the back seat of our car as we sped past. No time to check it out, but I reckon it is a mid-sixties Dodge Polara, 2-door hard top. These came with a V8 displacing around 6.3 litres with either a 4 speed manual or a 3 speed Torque Flight auto box. There were other variations. In its prime, it would hit around 120mph and accelerate 0 to 60 in about 8 seconds. I want one!



Mk 1 Golf



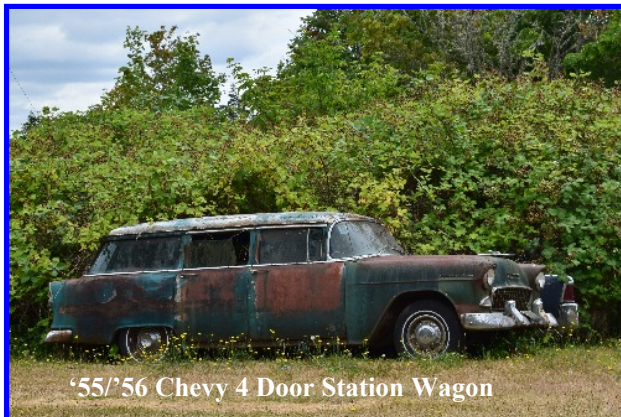
Dodge Dart Swinger



Dodge Polara



Ford Falcon



'55/'56 Chevy 4 Door Station Wagon

This next bit is like something you may see in the Classics Magazines under the banner of "Rust In Peace". We came across a garage further into the island and couldn't resist asking the owner for permission to photograph a few of the many vehicles lurking in the undergrowth. The first to be shot was a '55/'56 Chevy 4 Door Station Wagon. This exhibited the "shoe box look" brought in for the 1955 model year which incorporated flatter straighter panels than previous iterations. It sold well and is to this day popular with collectors and "rodders" alike – but it is mainly the 2 door hard top that commands the most interest. A 2 door Wagon called the Nomad was also available.



'64 Falcon 4 door sedan



Oldsmobile Super 88



Oldsmobile Cutlass

The car above may be a 210 series or the Bel Air and may have had a 4.3 litre OHV V8 small block to help move it around. Perched on a flat-bed another Ford compact was completing maybe its final journey. It was possibly a '64 Falcon 4 door sedan – or it could have been a Futura. Next to a crumbling Nissan, we see a glorious Oldsmobile Coupe, possibly a 1957 Super 88 or 98. Parent company, GM, also made a rare Golden Rocket 88 and Starfire 98 around at the time. It had a 6.0 litre V8 with up to 300 ponies to help it along the highway. Another Olds sat not far away, this one being over a decade newer. It is an Oldsmobile Cutlass and was one of America's best-selling cars. Perched at a rakish angle, this white coupe doesn't look like it has been driven for some time but it would be good to try for some models boasted a 5.7 litre V8 corralling around 310 horses.



1960 Chevrolet Impala

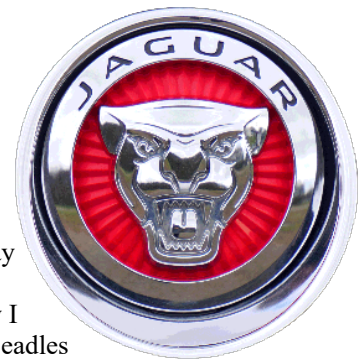
The last car is a real beaut – behold a 1960 Chevrolet Impala Convertible - six and a half feet wide and seventeen and a half feet long, it came with a choice of seven V8's, cruise control and Flexomatic 6-way power seat adjustment and was Chevy's best seller with over 490,000 made. GM's sister brands - Oldsmobile, Buick and Pontiac also used much of its architecture. What is not to like?



Diamond T 222 from around 1949

And finally, take a look at this pristine red pick-up seen during a Gardens Open Day in the vicinity. Not a GMC, not a Ford but a Diamond T 222 from around 1949. These trucks were meant to be more luxurious than their contemporaries and it showed. Whilst no actual Pick-Up was factory produced, you could order a dealer retro-fit using either a Ford or International bed. Sadly, it was more expensive than its rivals and the model was dropped around 1951/2. Maybe more on this another time. And on that bombshell, I'll say goodbye until the next time. As ever, if I have made any errors, and I probably have, do let me know. See you next time.

JAGUAR I-PACE, *FIRST DRIVE*



On Friday 15th February I visited Beadles at Rochford and had the use of an i-Pace for the weekend. It was a new experience for me driving an electric car. Although, I had a baptism of fire, as returning to Galleywood from Rochford on the A130, I became one of the hundreds of drivers caught in the traffic jam following an

overturned lorry. I remained on the A130 for over 5½ hours. Not knowing the capability of the 'electric' i-Pace I was apprehensive in using the electrical functions of the car, i.e. heater, radio, phone, etc. The car was charged before leaving Beadles and showed 225 miles before charging again. However, when I turned on the climate control before reaching the A130 it dropped considerably to 175 miles. On reaching the queue on the road it had dropped to 195 miles without the climate control on. As I waited in the traffic, the distance remaining before recharging was required reduced. I was loathed to heat the car with the heater as 1) I was not acquainted with the car and didn't know how much power it would consume sitting in the traffic with the heater on and 2) Although, I had been given a recharging lead, I wasn't sure whether it would work at home as it needed a two pin plug adapter. I knew I had one at home but I had not tried it. As it happened, the two pin plug was for a shaver and on eventually reaching home, found it to be only 1amp! Each time I plugged in, it of course blew the fuse in the adapter!

I waited on the A130 for over 5½ hours before the Police opening up the central reservation and allowed cars to return southwards on the A130 and away from the accident. On reaching home the car indicated I had 142 left before recharging, so although plenty, I wasn't to know.

Driving the car properly had to wait until Saturday morning when I returned to Beadles to top up the battery again in order to give me more distance to trail the car. Two things are immediately apparent. One, it is a strange feeling that when you take your foot off the accelerator, it automatically starts braking without using the brake pedal. This is something one will get used to over time. It will certainly save on renewing brake pads!! And secondly, it has three mode settings, 'Eco', 'Comfort' and 'Dynamic'. There was no noticeable difference between 'Eco' and 'Comfort'. In fact, both Jackie and I felt that the ride was too hard as you feel all the undulations in the poor road surfaces. Recharging could also be an issue if using a domestic supply. It took me 11½ hrs to charge just 23% more power, giving an extra range of 64 miles. This was on top of the 160 miles currently recorded on the dash display.

However, we've reached an intriguing time in the automobile's timeline: SUVs have become the most sought out vehicle type and all-electric vehicles have begun to hit their stride. It's hardly surprising, then, that the Tesla Model X (£80,500) was the talk of the town since the California-based company had previously established itself as a strong player in the EV market with the successful Model S saloon (£73,500). Like Apple, Tesla's products have very passionate critics on both ends of the spectrum, so the question for a long time has been who will its inevitable challengers be? Step in Jaguar Land Rover who have been the first to step up with the Jaguar I-Pace (from £63,925)

STYLING

Superficially, the I-Pace immediately stands out against Tesla's Model S and X in a few ways. First off, though not trying to compete with the Model X in terms of capacity, the five-seater I-Pace is smaller. What it lacks in stature though, it makes up for with elegant looks. One of my biggest gripes about Tesla vehicles is that their minimalist designs are perhaps too clean. Since most components of an internal combustion vehicle aren't present, so there's no need to design around them and Tesla has, in my mind, kept things too stark. The I-Pace, on the other hand, has a great deal of Jaguar DNA flowing in its shape. Jaguar designer Ian Callum's pen is strong here, and there's a clear through-line between this car and his other works, like the Jaguar F-Pace. Same goes for the interior. Through the normally-hinged doors, the I-Pace looks like more thought has been put into making the interior a luxury space. Both the I-Pace and the Model X make use of the extra space left behind by unnecessary components, but the Tesla seems to make better use of it. Interestingly, though, both cars have been designed with incredible forward visibility that's complemented with either a massive panoramic sunroof or a continuous, upward-flowing windshield.

JAGUAR I-PACE, *FIRST DRIVE*

PERFORMANCE

It should be clear that Jaguar knows how to make a performance car. The years of experience JLR has garnered making cars that elevate the driver experience above all else comes through in the I-Pace. Powered by two electric motors ginning up 394 horsepower, the I-Pace handles all that electric grunt by utilizing a single-speed automatic and an all-wheel-drive platform. Torque-vectoring, an electronic air suspension with variable ride height and dynamic driving modes can supply sporty driving, comfortable cruising and even out lousy terrain.

The result is superb. Power comes and goes instantaneously, so small driving style adjustments are needed, but you get used to it. Lifting off the throttle and “engine braking” at a corner entrance, for example, feels natural with practice. Since the floor is the battery, the centre of gravity in both vehicles is low, but I had more confidence in utilizing it in the I-Pace than the Tesla due to how the rest of its handling characteristics behaved.



Torque delivery is instantaneous; there’s no doubt in my mind that the I-Pace can launch from 0 to 60 in 4.5 seconds as Jaguar claims. Still, I anticipated even stronger acceleration. This is perhaps because the Tesla P100D has brain-scrambling acceleration. Fundamentally, both cars’ strengths and weaknesses originate in how their respective companies operate. JLR’s experience in traditional automaking has made the I-Pace a well designed, stylish car that has broad appeal, regardless of its all-electric underpinnings.



Some cynics will point at the news and say Tesla itself will be the mythic Tesla Killer, and that’s a stigma the Jaguar I-Pace is probably better without. It’s a cool-looking, sporty, all-electric SUV that may not have all the tricks the Model X comes packed with, but it also doesn’t come with any of the drama.


Would I buy one? I don’t think so, still prefer the older Jaguars, except perhaps the F-Type!

By Doug Warren/Editor



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Client Feedback

Richard Noble - 4th Jan 2018
Excellent job on my XK An 11
year old car looks better than
when it was new!

Lee Browning 6th Jan 2018
Highly recommended, amazinh
work, You need to see it to
believe it. Blown away with
the final result.

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REGIONAL EVENTS / OTHER EVENTS				2019
MONTH	DAY	DATE	TIME	LOCATION
MAR	TUES	5 th	8pm	Club Night Langdon Hills Golf & Country Club
APR	TUES	2 nd	8pm	A.G.M. Club Night Langdon Hills Golf & Country Club
APR	SUN	28 th	TBA	Drive It Day. Details to follow
MAY	SUN	5 th	TBA	Rickingham Playing Field. (between Diss and Bury St Edmunds). Craft fair in the village hall. Held by the Essex & Suffolk region. Our region will attend and supporting them. More details to follow.
MAY	TUES	7 th	8pm	Club Night Langdon Hills Golf & Country Club
MAY	SAT	25 th	TBA	Paper Mill Boat Trip - FULLY BOOKED 3 hour boat trip down the River Chelmer, with a cream tea. Cost £20 pp.
JUN	SUN	2 nd	TBA	Thurrock Transport Fayre - Essex & Herts Ambulance fund raiser. Details to follow.
JUN	TUES	4 th	8pm	Club Night Langdon Hills Golf & Country Club
JUN	SUN	23 rd	TBA	Blackwater Country Fayre. Details to follow.
JUL	TUES	2 nd	8pm	Club Night Langdon Hills Golf & Country Club
JUL	SUN	7 th	TBA	Maldon Motor Show. "Classics on the Promenade" in Promenade Park, Maldon.. You will find vintage, classic and sports cars along with military and commercial vehicles. Essex Thameside will have a stand at this show. Details to follow.
JUL	SUN	14 th	TBA	The Orsett Classic Car Show. The event for lovers of classic and vintage cars, bikes, scooters and trucks. There is also a large vintage market and great live music. There will be hundreds of vehicles as well as 50 vintage and trade stalls. Now in it's 5th year. This is an event for the true vintage enthusiast. Details to follow.
NATIONAL EVENTS				2019
MAR	SUN	31 st	10am - 4pm	International Jaguar Spares Day Stoneleigh-Park Exhibition and Conference Centre near Coventry, Warwickshire, CV8 2LZ. Admission £10. See details at: http://www.jaguarsparesdays.co.uk/
MAY	FRI/ SUN	10 th / 12 th	TBC	Jaguar Festival 2019 at Blenheim Palace More details to follow nearer the time.
JUN	SUN	16 th	TBC	Jagfest 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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A BREED APART

Fuel consumption: N/A. CO₂ Emissions: 0 (g/km). EV Range: Up to 292 miles. *EV range figures are based upon production vehicle over a standardised route. Range achieved will vary dependent on vehicle and battery condition, actual route and environment and driving style.