

CHAIRMAN'S MESSAGE

Hello everyone, welcome to our August newsletter.

I hope you have all been enjoying the rather warm weather we have had recently. The summer seems to be flying by.



Since our last newsletter the car season has continued over the last month with a full calendar of events and shows. We attended: The Hare car meet. The Maldon Show with 36 members cars and 2 cars from Grange Jaguar, The Porsche Club annual BBQ, with close to 200 cars attending, The Orsett Car Show, The Battlesbridge car meet and the Brake Horse Power Show at the Chelmsford Race Course.

Over the coming month we will be attending The Cherry Tree Car Meet, RHS Hyde Hall Car Show, and our own August Drive-It-Day, starting at the Museum of Power, visiting the Stow Maries Great War Museum, followed by an optional meal at The Hurdlemakers Arms. I will email members with full timings and details closer to the event.

Your committee are looking at options for an European Tour in June 2020 and a UK long weekend in September 2020. We hope to be able to give members further details in the next month or so.

Let's hope the hot weather continues. Once again I look forward to seeing many of you at our next club night, which is on Tuesday 6th August.

Graham Cook

Chairman

Jaguar Enthusiasts' Club

Essex Thameside Region

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JEC ESSEX THAMESIDE REGION

CELEBRATING 30 YEARS OF THE
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1989 -2019



*Club meetings are the first Tuesday of
the month at 8pm:
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ESSEX THAMESIDE REGION

RE-ELECTED 2019/2020 COMMITTEE

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Vice Chairman

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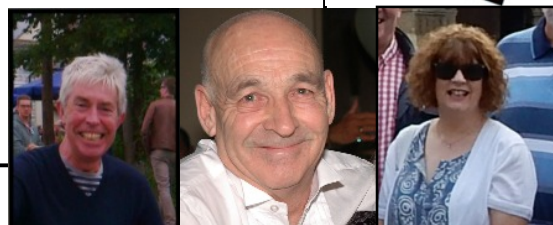
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Committee Members:
Neil Shanley, Robert Cain & Helen Clark



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24 July 2019: The Jaguar Special Vehicle Operations-developed XE SV Project 8 has demonstrated its breadth of performance capability by setting the fastest Nürburgring Nordschleife lap time for a four-door production car again: 7min 18.361sec.

This new officially-verified time on the 20.6km (12.8-mile) lap is 2.9 seconds faster than Project 8's previous benchmark set in November 2017 and 7 seconds faster than any other four-door production car has achieved.

Project 8 is also the first vehicle to set an official whole lap record in the Nürburgring's mid-range production car class, lapping the 20.8km (12.94-mile) circuit length in 7min 23.164sec.

Returning to the legendary German circuit in a production-specification two-seat Track Pack version of Project 8 was development driver Vincent Radermecker. The car's height-adjustable twin-spring coil-over suspension was set in 'track' ride height, with adjustable front splitter and carbonfibre rear aerodynamic wing positioned for maximum downforce and stability.

To maximise performance and steering precision, for the final record runs Project 8 was fitted with new off-the-shelf ultra-high performance Michelin Pilot Sport Cup 2 R tyres. Tested and chosen by SV engineers for their capability on the track, the road-legal tyres use rubber compounds directly transferred from Michelin's competition tyres.

Powered by the most highly tuned 600PS version of Jaguar's 5.0-litre Supercharged V8, the all-wheel-drive Project 8 is capable of 0-60mph in 3.3 seconds (0-100km/h in 3.7 seconds) and a top speed of 200mph (320km/h). Project 8 also features a fully-enclosed flat underbody for enhanced aerodynamics, which is key to its performance.

Production of the limited-edition Project 8 will finish this year. There are three distinct four-door specifications available:

Lightweight two-seat Track Pack* – as used for the record lap times

Four-seat configuration with same aero package and performance as Track Pack

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Prices for the Jaguar XE SV Project 8 start from £149,995 in the UK.
For more information visit: www.jaguar.co.uk/project8

Have you heard of the Owen Sedanca?



HR Owen had a penchant for commissioning customised Leyland products. Having enjoyed moderate success with the Crayford/FLM Panelcraft Rover P6 Estoura, its next project was altogether more ambitious: in September 1973, it presented the Owen Sedanca, a bespoke coupé conversion based on the Jaguar XJ saloon.

Designed by Chris Humberstone, the car took its inspiration from the rather more exotic Lamborghini Espada which was owned by HR Owen boss Gerald Ronson at the time. Of course, the Espada had itself begun life as the Bertone Pirana, a radically rebodied Jaguar E-type.

A very British affair

The Sedanca's all-aluminium bodywork was skillfully hand-beaten by north London coachbuilder Williams & Pritchard, who then applied it to the superstructure of the XJ6 donor car. Inside, the car was plushly reupholstered in very-1970s brown Draylon.

Inevitably, the finished product attracted a hefty price tag of £8500 – well over twice the price of the car on which it was based, and even eclipsing the likes of the Bristol 411 and Jensen Interceptor by a fair margin. And yet, despite the fact that it was powered by nothing more exciting than the standard 4.2-litre Jaguar engine, HR Owen managed to take 80 firm orders for the car on the strength of the first prototype.

Things looked promising, with HR Owen envisaging around 100 orders per annum, but disaster was just around the corner: in the time that it took to build the first 'production' model, the impending Oil Crisis ensured that, one by one, each of those 80 orders was cancelled. With no buyers in sight, HR Owen wound up the operation.





Who made the Owen Sedanca?

On the matter of the ownership and production of these cars, Anne Russell-Steele, the daughter of the first car's owner, recalled, 'My mother had the original white car built for her, as she would not cancel her original order and I have photographs of it at our house in Oxford (see below) and have been driven in it many times and have driven it.

'We sold our house in Oxford to a Lebanese (Arab) gentleman and stayed good friends with him and his family and he eventually bought my mother's car for his eldest son as he was so impressed with it. He then commissioned a second car to be built (blue) for his second son, though neither sons were of an age to drive them on the public roads at the time. When the gentleman left the UK both cars were sold.'

This time, HR Owen gave the job of building the car to Panther Westwinds, and it seems that the finished article made a good impression, as a further Owen Sedanca was built by Panther in 1983 for the same customer's son. Both these cars have survived – leaving us with a total of three produced.

How many Owen Sedanacas were made?

Anne recalled: 'The HRO1 was the prototype – as my mother had only bought the car from drawings, they brought the prototype down for her to have a look at and decide colours etc. The other photos are when they delivered the car (by which time we had moved).

'On their first attempt to deliver the car on one of the country roads they bashed the front bumper of the car and had to take it back to repair. The nose was like Concorde's and you couldn't see the end of the bonnet. It was easier to park if you put the lights up and then gave it a couple of feet.

'I remember my parents being stopped by police once as they were supposed to know all types of cars on the road and they hadn't seen one like that before. It had a very luxurious interior with silver-topped decanters and brushes in the arm rest etc.'



Where does the Owen Sedan name come from?

By the way, if the Owen Sedan name has a familiar ring to it, that's probably because it was borrowed from HR Owen's past: in the 1930s, the firm had commissioned a number of Rolls-Royce and Bentley-based Owen sedan coupés from the Cricklewood-based coachbuilders Gurney Nutting.

Unlike the 1970s version, the original cars were true sedancas, in that they could be driven with the front seats open to the elements.

Owen Sedan in the press

The October 1973 edition of **Motor Sport** magazine had this to say on the Owen Sedan.

"A Jaguar XJ6/XJ12-based luxury four-seater touring car on the lines of the Lamborghini Espada has been announced by HR Owen Ltd, the Rolls-Royce, Bentley, Jaguar etc. distributors. The Owen Sedan, named after the same firm's coachwork on Rolls-Royce and Bentley chassis in the '30s, has a hand-built, aluminium body of exotic lines.

Yet its two doors are so wide that rear-seat passengers can climb in without moving the front seat backrests and 25.38 cu. ft of luggage can be swallowed up through the rear tailgate without piling it more than 18in high or without lowering the rear seat backrests. With the seat back laid flat it is claimed that 34.56cu ft can be accommodated, so this is a functional as well as exotic car.

If its mechanical components are not so exciting as say a Ferrari or Lamborghini they should at least ensure that London owners (where most exotica seem to be wasted) should not have to endure plug and maintenance problems, while the V12 option should leave very little to be desired in the way of performance".

BLACKWATER COUNTRY SHOW

On Sunday 23rd June, some members of the JEC Essex Thameside Region attended the Blackwater Country Show. The show is organised by a dedicated team who work throughout the year developing ideas and managing and co-ordinating the various areas of the show. The show promoted the countryside and countryside pursuits and was an exciting, learning and interactive experience for everyone. Many areas of the show were about the great outdoors, taking part, getting active and having fun and be inspired by the wealth of activities, demonstrations and attractions.

This year, the displays included the Essex Police Dog Unit in Action, 'Tigers' Children's Motorcycle Display Team, The Pony Club, Vintage Bicycle Shop, Farrier with demonstration, Traditional Fun Fair Local Beekeepers, Basket Making, Coastguard Rescue Team, Heavy Horses in Harness, Alpacas Punch & Judy Show, Local Produce Stands, Viking Re-enactment, Viking Living History Village, Have a go Archery, Canoeing on the lake, Donkey Rides, Gun Dog Scurry, Have a go Clay Shoot Land Rover Club, Rifle Shooting Range, Military Vehicles, Working Newfoundland Dog Display Crafts and Produce Marquee, Fly Fishing Demonstrations, Fun Dog Show & Dog Agility, Model Boats and of course the JEC Essex Thameside members car display. As you will see, a varied and interesting array of activities and enjoyment for all. Each year the Show donates to the Essex Air Ambulance and also to a chosen local club, charity or group.



As you can see, there's nothing better than cleaning ones car on a Sunday morning, although in this instance, Ray Holder is polishing the wrong car. It's not his! As they say, ***'He should have gone to Spec Savers!!!'***





JEC Essex Thameside Region members did us proud at the annual Maldon Motor Show this year as 40 members' cars & Grange Motors put on a spectacular display of new and old Jaguars. Our thanks go to Bob & Gill Cain who organised it on behalf of the club and spent the day before marking out our positions in the field and to Grange Motors for supplying two new model Jaguars. This has been one of the most participated events in the club's history and testament to the success of the Maldon Motor Show. Thanks also goes to all members who participated and brought out their gleaming cars for the display. The cars on display ranged from Neil Wylie's 1938 SS 1.5L saloon up to Grange Motors current electric Jaguar, the I-Pace and everything inbetween.

Along with the Classics on the Promenade, whereby a number of marques were being displayed, there were thirty five Autojumble stands for all car enthusiasts to browse, Auto trade stands representing ten local classic car associated companies, and forty-two car clubs which covered a wide number of makes and models, from Minis to Ferraris.

There were also a vintage fair with vintage clothing and memorabilia from 1920s-1960s, children's entertainment, a military camp display, a craft fair and scalextric/slot car racing for all ages.

All day live entertainment was presented by Crystal Radio and starred The Kingsmen, Black Webb, Maldon Big Sing Choir, Saint FM's Jukebox Diner and CM2 Jivers Club.

There were also 'Cars from the Stars', and vehicles previously shown in past years include Jamie Oliver's Shoot Bus - The 'Cock in Cider', Jool's Holland Mustang, one of Chris Evans' Ferraris, Le Mans Winner from 1960s Ferrari, Del Boy's Trotter Van and Lodge's Coach Collection. One of the main attractions at the show was the famous flying car from Chitty Chitty Bang Bang film next to the Essex Search & Rescue stand.



**Some of the members cars
on display at Maldon.**



...and the girls came too.....



**Pictures
supplied
by
Liz
Croxon**



Jaguar XF Worry



Many members, I believe are currently running Jaguar XF's. A disturbing story is circulating regarding this model which potentially can be catastrophic to owners whose cars are outside of the six year body warranty period or are getting close to this. Read the story of Keith Hall below:

"My 2009 Jaguar XF 3.0d S Portfolio is my pride and joy. I've owned it from new and it has done just over 18,000 miles without any major concerns whatsoever. However, it has rust coming through the middle of the doors.



The first signs of this were noticed when it went in for its seven-year service in May 2016 (just outside the six-year corrosion warranty), but I didn't appreciate the seriousness of the situation and neither did the dealership. A year later the rust was a bit worse, and by August 2018 it was showing on the other front door; it's only a matter of time before all four doors are 'gone' through. This is the last thing I expected on a car I intended to keep forever.

I contacted Jaguar in August 2018 and it initially seemed responsive. The car was

inspected by my local dealership, Rybrook in Warrington, which quoted me a price of £3200 to repair the two front doors.

During the inspection, a door panel was removed and the bodyshop worker pointed out a sound deadening panel stuck to the inside of the door with rust around it, located in the place where the rust was appearing on the outside of the door. Later, I looked on some online Jaguar forums and came across other XF owner whose car had suffered the same problem. I spoke to him and he confirmed that the rust on his car had been caused by sound deadening panels in the doors. His car was a similar age to mine and had been fixed for free by Jaguar even though it was out of warranty.

However, Jaguar stated that due to the age of my XF, it isn't able to cover the cost of the repairs. It also stated that it believes the rust has been caused by "external influences". When I said I wasn't satisfied with this decision, Jaguar said the case would be closed but could be reopened if I was able to provide independent proof that the corrosion was not caused by external factors, such as stone chips.

The Jaguar dealership confirmed to customer services that it had examined the car and didn't believe the rusting had been caused by stone chips in the paint. However, customer services said they needed an independent inspection of the car, so I took it to a highly regarded local bodyshop to get it examined and a report written. It stated that the soundproofing had been stuck to bare metal on the inside of the door, giving "moisture nowhere to go but through the door".

I sent the report to Jaguar, but it still stated that it wasn't able to contribute to the cost of repairs at all due to the age of the car. All I was offered was £150 to cover the cost of the inspection.

I rejected the offer, but I'm now at a dead end with Jaguar. Can you suggest anything I can do to get the situation resolved?

Keith Hall

'WHAT CAR' RESPONSE

Having examined photographs and video sent to us by Keith, we agreed that the rust does appear to be coming from the inside out, which is often a requirement for it to be covered by a warranty. The photos taken by the bodywork specialist also show rust on the soundproofing on the inside of the door skin, which appears to be the cause of the corrosion. We also appreciate Mr Hall's point that corrosion can take years to show up and the fact that it wasn't spotted until the car was seven years old doesn't mean it didn't start happening earlier than that. It's highly likely the rusting started before the six-year corrosion warranty expired.

So we asked Jaguar to look into the case again. It did so and wrote to us stating: "Jaguar Land Rover has conducted a thorough review of this matter, and taking into account investigations carried out by the retailer and our own technical team, our findings are that this is not a manufacturing fault. We are confident that every effort has been made to bring this matter to a satisfactory conclusion."

We didn't feel that Jaguar had made "every effort" to provide Mr Hall with a "satisfactory conclusion", so we asked The Motor Ombudsman to look into the case. Unfortunately, we were told that its codes of conduct for vehicle sales, servicing and repairs only cover cars up to six years old and that it can only consider warranty claims for vehicles that are still inside the warranty period, so it could not get involved. That leaves the small claims court as Mr Hall's only option. We think it's worth pursuing, because we believe he has a strong case.



TO ALL MEMBERS - CLUB CLOTHING

We are doing one more order for clothing for the year. If you need anything, please contact Neil Shanley at neilshanley@btinternet.com. Please specify what you require, what size, colour and logo type. Please also note that there will be a postage charge added to the list price of the garment. This will be in proportion to the quantity ordered overall by the club members.

We have the usual items as follows; Tee Shirts £7.00, Polo Shirts £16.00, Sweat Shirts £16.00, Short Sleeve Shirts £20.00, Reversible Jacket £39.00, 3 in 1 Jacket £55.00, Body Warmer (gillet) £25.00, Base Ball Cap £6.50, Padded Jackets £ POA, Overalls £ POA & Fleece Jacket £22.00.

If you need to know colour and/or make available in your garment, please email me. If you are unsure of how large in inches the S, M, L, XL etc sizes are, then please ask since these goods will not be returnable. If you prefer a Female fit, some items do come with this choice. Please ask. **Neil Shanley (e-mail neilshanley@btinternet.com)**



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The Orsett Classic & Vintage Show, Orsett. Sunday 14th July

Thirteen cars from our club went to the Orsett Car Show. Although the show has now been running for 6 years, this was the first time our club has attended.

On driving to the event we had spits of rain on our windscreens, but we need not have worried as by the time we arrived at the ground the spitting had stopped and we had a dry warm day. There was plenty to see, with a lot of car clubs attending plus the usual trade stalls etc. A large monster truck was taking paying passengers around a circuit, however I did not see any of our Jaguar Owners going for a ride on it. A car driving school had several cars in which children were being given instruction in driving, hopefully future Jaguar drivers in the making. The show made several awards to vehicles in different categories.



Our very own Neil and Elaine Wylie won a trophy for their splendid SS Jaguar being best vintage vehicle. All in all another enjoyable Sunday show, and one likely to be on our calendar for next year.



Written by Graham Cook

THE HOLLAND TRIP

A DAY AT THE MUSEUM **PART 2**

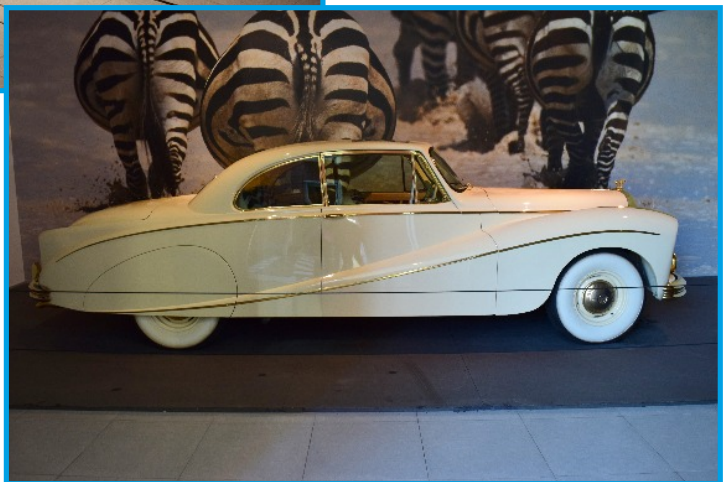
Lunch over, but before we revel in the delights of the luxury, sporting and downright ostentatious exhibits, let's take a look at some of the collection's more off-the-wall offerings. First in the queue is the 1932 Blue Streak Coupe and Curtiss Aerocar Land Yacht (below).



American banker, Hugh McDonald, used this daily to commute from Long Island to his office in New York. Basically, it is a semi-trailer often seen in the States now, which looks like a plane of the period and was, in fact, built by the Curtiss Aeroplane Company.

The Brits too were not

short of crazy transport ideas as exhibited by Lady Docker's Daimler Golden Zebra Coupe of 1955, based on a Daimler DK400 limousine chassis. Built by Hooper, this oddity was fitted with an ivory dashboard, ivory make-up utensils, picnic basket, leather luggage, gold plated trim and zebra hide upholstery, and, of course, a cocktail cabinet – all topped out by a golden zebra radiator mascot. All in the best possible taste! Daimler maintained its long-established position as royalty's favourite in the immediate post-WW2 years while grabbing headlines in the popular press thanks to a succession of often outrageous 'Docker Specials' featuring bodies by in-house coachbuilder Hooper & Co. The driving force behind these sensational styling exercises - all the more remarkable for their appearance at a time of great austerity - was Lady Docker (née Norah Turner), wife of the parent BSA Group's millionaire chairman, Sir Bernard Docker. Lady Docker had been appointed a director of Hooper's, with special responsibility for styling matters, and set about transforming Daimler's staid image into something altogether more exciting, commencing with the spectacular 'Golden Daimler' which amazed crowds at the 1951 Motor Show.



The culmination of this succession of sensational Docker cars is the car featured on the previous page, the so-called 'Golden Zebra', a voluptuous extravagance on the 4.6-litre, six-cylinder, DK400 limousine chassis, which debuted on Hooper's stand at the 1955 Earls Court Motor Show. Beat that!

But that's exactly what Scotsman Robert Matthewson did during his stay in Calcutta around 1910 with his Swan Car built on a Brook 25/30 HP chassis. This bizarre offering featured; light bulbs in the swan's eyes, an exhaust-driven eight-tone horn operated from a key pad in the rear of the car, a ship's telegraph to the chauffeur, fitted brushes to sweep off the elephant dung from the tyres, steam came from the swan's beak to clear a way through the crowds and – to top everything, it ejected white wash paint from its rear to emulate that which comes to swans naturally. Believe it or not, a smaller version was manufactured, not surprisingly called, the Cygnet.



Passing the Bubble Car section - where such familiar machines as Iso Isetta and Messerschmitt KR200 are on show there lurk oddities such as a 1951 Rovin D4 Roadster, a '55 Inter Cabin Scooter and I haven't a clue what the bug-eyed yellow machine with "Postes" written on the doors is, (a motorised French letter box perhaps?) – we reach a little bit of militaria generally centered around WW2. A Beetle look-alike of 1935 vintage by Mercedes Benz looked worth a second glance.



Rear engine, it was designed by Ferdinand Porche, as was its neighbour, a '51 VW Beetle. Neither took part in the war, although some of their engineering did, but at least the Willys Jeep along-side did great service. (For purists, it could have been a Ford, but I couldn't see the rear.)

The real interest here is the 1946 Rapid Swiss Volkswagen. A charming little single cylinder 2-seater designed by a German engineer – Josef Ganz. He made a prototype of this car in the '20's called "The May Beetle" with an almost identical chassis and suspension detail as the later VW Beetle. Unfortunately for poor Josef, he was the wrong religion in the wrong place at the wrong time and was subsequently banned from working in 1933. At that time Ferdinand Porche was ordered to design a people's



car for the German public and came up with or plagiarised some of Ganz's ideas. The rest is history.

Ganz escaped to Switzerland in 1934, but that's another story.



Moving on a couple of decades, we can see a small collection of mainly large American automobiles. Each with a story to tell, from Ford's spectacular failure, the '58 Edsel Pacer Convertible (blame their Marketing Department), passed a duo of enormous Cadillacs – a

1958 Series 70 Fleetwood Eldorado Brougham (a favourite of mine) and a Series 62 Convertible bristling with jet-age design cues which was surely Harley Earl's greatest fin job, a Chrysler Imperial Crown Sedan sporting Virgil Exner's "Forward Look", to a trio of older designs, but no less worthy.





The '48 Hudson Commodore with its "Step Down" construction enabling a lower floor providing a lower centre of gravity resulting in improved road holding was parked next to a Studebaker Starlight Coupe from 1950 with its aviation inspired styling by Parisian, Raymond Loewy. His CV included the Coca Cola bottle restyle, Lucky Strike Logo, the Frigidair refrigerator, Concorde's interior, several other



Studebakers and....the 50's Hillman Minx. The weirdest of the trio turned out to be the white fibreglass Kaiser-Darrin, a low volume effort with curious doors. Instead of opening outwards, they slid forwards into the front wings. A good feature if you are in a tight spot. The trouble was that the wings were not long enough leaving the open door partly obstructing the opening making access and egress best left to a contortionist. Only 435 left the factory before production ended in 1954.

My deadline is due, so we will see you next month with more unusual motors.



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REGIONAL EVENTS / OTHER EVENTS				2019
MONTH	DAY	DATE	TIME	LOCATION
AUG	TUES	6 th	8pm	Club Night Langdon Hills Golf & Country Club
AUG	SUN	18 th	7:30am to 9:45am	RHS Hyde Hall Car Show I has booked space for 30/35 cars plus event shelter. On the Saturday prior we can set up between 4 and 6 pm. (we can't go any earlier as the gardens do not close to the public until 4pm) PLEASE NOTE, NO LEAVING SITE BEFORE 4pm ON SUNDAY UNLESS INCLEMENT WEATHER. Contact Graham Cook at cook_gm@hotmail.com
AUG	SUN	25 th	8-30am	MUSEUM OF POWER' & 'STOW MARIES GREAT WAR AERODROME' & 'SUNDAY LUNCH' Otherwise known as our 'August Drive-It-Day'. We had planned to do this combination for the April Drive-it-Day, that was until we heard the Porsche Club and CCVC were doing the same thing. So we decided to do this run in August. We will be meeting at the Museum of Power Car Meet, Hatfield Road, Langford, Maldon CM9 6QA at 9am. The cost will be £2 for charity on the gate. Following this visit we will drive to Stow Maries Great War Museum (costs to follow). Following this visit, we have arranged an optional late lunch at Hurdlemakers Arms in Woodham Mortimer, where main course can be purchased from around £13. Further info closer to the event. Please contact Graham Cook
SEPT	SUN	1 st	TBA	Barnards Farm Gardens, West Horndon. CM13 3LX Cost £15 per car including all occupants. includes the whole estate, all 5 acres and full access to the garages. This is an event for Classic Car and Garden lovers, which we hope will appeal to our members. We have a limit of 25 cars.
SEPT	TUES	3 rd	8pm	Club Night Langdon Hills Golf & Country Club
SEPT	SUN	8 th	7am/ 4pm	Jaguars at the Castle, Warwick Castle, Warwickshire. A JEC event. Some members have booked a hotel on the Saturday night. Contact Graham Cook at cook_gm@hotmail.com
SEPT	SUN	22 nd	8am	The Warren Classic & Supercar Show. More details to follow nearer the time.
NATIONAL EVENTS				2019
OCT	SUN	20 th	10am	International Jaguar Spares Day Stoneleigh, Warks. The event consists of over 200 stalls from UK & abroad. Stalls can vary from private collections and garage clearances to replica manufactures & major Jaguar parts suppliers. Many companies having full teams available to answer any questions you may have or to assist in finding a piece you require. Entry fee £10. Pay on the door, not in advance.
NOV	FRI/ SUN	8 th / 10 th	9am	Lancaster Insurance Classic Motor Show, NEC Birmingham The Lancaster Insurance Classic Motor Show, with Discovery, is the event not to be missed for any classic car owner, collector, enthusiast, car club member or anyone with a general interest in classic cars. The show brings together the world's largest gathering of 300 car and motorcycle clubs with over 3,000 iconic classic and vintage cars and motorbikes on display across seven halls at Birmingham's NEC. https://www.necclassicismotorshow.com/tickets

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