

CHAIRMAN'S MESSAGE

Hello Essex Thameside Members, welcome to our September newsletter.

Our full summer calendar of shows and events continued over the last month.

We attended the RHS Hyde Hall Car Show, with 22 cars. The weather was ideal apart from one short down pour, in any case it soon dried out. The number of cars in the show increases each year and the gardens are more amazing each year. This show is certainly a firm favourite with our club.

We attended The Isle of Wight Car Show, staying at the weekend on The Island at Warners Norton Grange.

We had our three part day outing, starting at The Museum of Power, followed by a visit to Stow Maries Great War museum, and finally a splendid meal at the Hurdlemakers Arms. I was pleased to see we had 25 cars attend our day. You will be able to read about this in next month's newsletter.

In the next month we will be attending Barnards Farm Open Day, Jaguars at the Castle at Warwick Castle, and The Warren Car show.

I am looking to plan one or maybe two Sunday drives after the end of the car season. If anyone has any ideas of a pleasant drive we can do, with a nice restaurant where we can have a Sunday lunch please let me know.

We still have a few spaces left for our Peak District Tour 4-7 September 2020, full details can be found in our newsletter. Once the spaces are gone they are gone, so please don't leave it too late to book.

I look forward to seeing many of you at our next club night will be on Tuesday 3rd September at Langdon Hills Golf Club. We will be starting this evening earlier at 8pm, with a talk by Emma Airey from Hiscox Vehicle Insurance.

Happy Motoring

Graham Cook

Chairman

Jaguar Enthusiasts' Club / Essex Thameside Region

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JEC ESSEX THAMESIDE REGION

CELEBRATING 30 YEARS OF THE
ESSEX THAMESIDE REGION
1989 - 2019



*Club meetings are the first Tuesday of
the month at 8pm:
The Langdon Hills Golf & Country Club
Lower Dunton Road, Bulphan, Essex,
RM14 3TY
Tele: 01268 548444*

*Please visit our webpage for the full online
newsletters, previous newsletters and articles
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CLUB BENEFIT

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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

RE-ELECTED 2019/2020 COMMITTEE

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Neil Shanley, Robert Cain & Helen Clark



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GARETH JONES WINS JDC CONCOURS EVENT AWARD

Joint member of the JDC & JEC, Gareth Jones, entered his excellent Jaguar S Type R in the JDC Modern Concours event at the JDC National show held at Wroxall Abbey on 3rd August 2019. His car was also considered to be good enough to be put forward for the **Champion of Champions Concours competition at the NEC in November!!** Well done to Gareth and we all look forward to seeing it on the stand at the NEC Classic Car Show in November.



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ESSEX JAGUAR SPARES



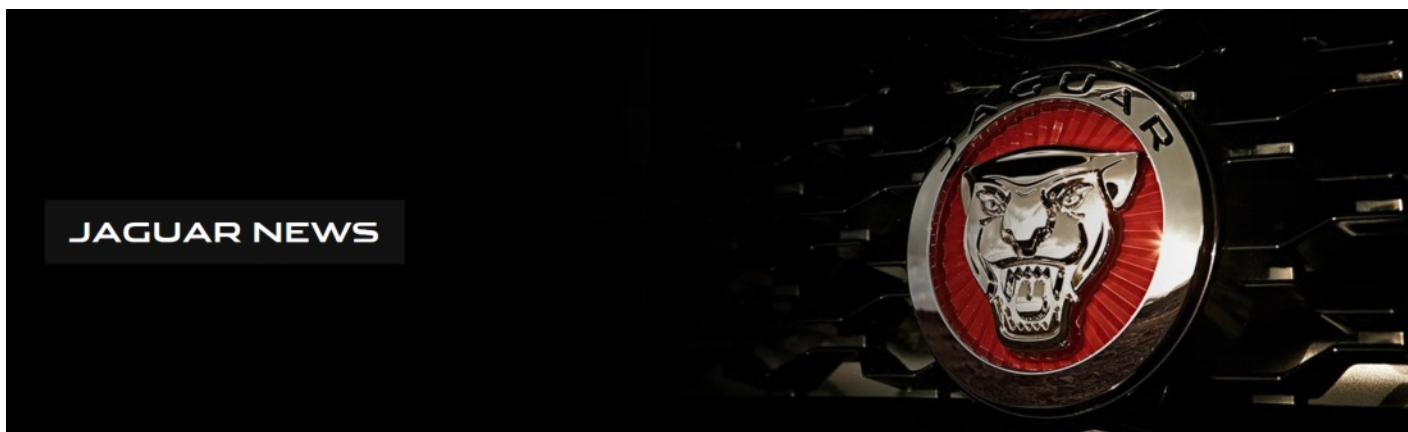
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For those members who have either an iPad or mobile phone with a big screen, this is a chance to ride the Nürburg ring in a Jaguar Project 8 car!! Yes, get the feeling of riding the circuit at up to 174 mph by using the following 'You Tube' 360 degree footage alongside the Jaguar driver by using this link.
<https://youtu.be/zZ8w3zyX4Ls>

As you watch this video, you can move your iPad or mobile phone from side to side, up and down, it actually moves with you so, you can either look at the driver, look out of the passenger window or even look out of the back window - although you can't see much, what with the giant spoiler on the back of the Project 8 car!

The hardcore Jaguar XE SV Project 8 has broken its own Nürburgring lap record for a four-door production car by 2.9 seconds, lapping the circuit in 7min 18.361sec.

The new time was set by Project 8 development driver Vincent Radermecker, who was also at the wheel when the car initially broke the record with a 7min 21.23sec lap time in November 2017.

The record was previously held by the Alfa Romeo Giulia Quadrifoglio, which set a time of 7min 32sec in 2016.

No modifications were made to the Project 8's 592bhp supercharged 5.0-litre V8 for the improved time, but Jaguar said a set of new Michelin Pilot Sport Cup 2 R road tyres were fitted to "maximise performance and steering precision".



New E10 petrol poses threat to classic cars

The European Fuel Quality Directive introduced a new market petrol specification from 1st January 2011 that it may contain up to 10%vol (% by volume) ethanol

(commonly known as “E10”). It is up to the individual country of the European Union and fuel marketers to decide if and when to introduce E10 petrol to the market. A proposal by the British Government is to introduce this in 2020.

Currently, petrol has a E5 additive (5% by volume ethanol) but the introduction of E10 petrol poses some serious challenges for owners of classic vehicles. But now, the Government is consulting on ways to preserve supplies of E5 fuel for classic cars.

A Government consultation has revealed that in just one years time, UK forecourts could be selling a new generation of ‘green’ petrol known as E10. It’s a blend of 90% regular unleaded and 10% ethanol, and its introduction will help Britain meet its climate change commitments.

But for owners of classic cars there’s a big problem on the horizon. While classic vehicles can happily run on the E5 petrol currently on sale, the new E10 fuel with its higher percentage of ethanol can cause all sorts of problems for them.

According to the Department for Transport (DfT), the potential issues include:

Blocked fuel filters - Damaged fuel pumps - Degradation to flexible fuel hoses - Corroded carburettors

‘Over a million’ vehicles will be at risk. Exactly how many classic cars are unsuitable for E10 fuel is a matter of debate. The DfT itself reckons that the owners of at least half a million classic and cherished older vehicles would be ill-advised to use E10.

But two years ago, the Society of Motor Manufacturers and Traders cited a figure of 1.4 million vehicles incompatible with E10 fuel.

Cost of conversion

What can be done about E10 fuel, and how can classic car owners protect their vehicles from damage?

The DfT estimates the cost of converting E10-incompatible vehicles into E10-compatible vehicles – by replacing fuel filters, fuel hoses, fuel pumps, carburettors and even fuel tanks – at anything between £236 and £1,342 per vehicle. A significant outlay that most owners will be keen to avoid.

Government consultation

So, the DfT has now launched a consultation around protecting continued supplies of E5 petrol when E10 goes on sale.

The Government’s preferred option is to introduce a ‘protection grade’ requiring larger forecourts to continue to stock standard premium 95 petrol in an E5 grade if they opt to stock E10.

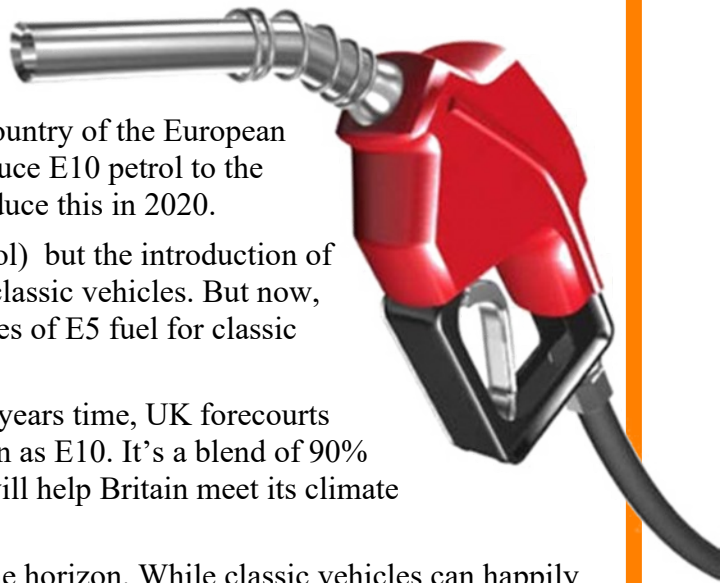
The DfT explains: “The Government is keen to harness the potential benefits of introducing E10, while also ensuring that motorists who still need to purchase standard E5 petrol can do so without having to pay for higher priced ‘Super’ grades.”

Second option

But a second option would allow fuel retailers to decide which petrol grade is maintained as E5. This could potentially mean suppliers only offering super grade E5, which can be 10p per litre more expensive than the standard E5.

For most classic car owners, the first of these two options are likely to be the more attractive.

For us Jaguar owners, E10 petrol is cleared for use in all Jaguar vehicles with petrol engines starting from model year 1992. Previously manufactured Jaguars are at risk!!





On Sunday 28th July, a few members met up at The Castle in Great Leighs for breakfast before heading off to Chelmsford Racecourse for the Brake Horse Power event in aid of the Sharon Dunster Foundation.

WHAT IS THIS CHARITY?

This is a charitable organisation devoted to raising awareness and fund raising for research into the rare cancer - mucosal melanoma.

65 year-old Sharon Dunster lost her 11 month battle with a little-known aggressive cancer which has prompted her husband of 45 years to begin a fund-raising campaign to support research into the silent but deadly Mucosal Melanoma.

Unlike the well-known Melanoma, which is a cancer on the outside of the skin, Mucosal Melanoma cancer grows inside with no obvious identifiable risk factors and, therefore, is quite advanced once identified. In the known malignant Melanoma Cancer, now the fifth most common cancer in the UK, more than 2,000 people die from the disease each year. Mucosal Melanoma takes approximately 1% of that figure, which equates to 20 people but, undoubtedly, this number is rapidly increasing.

Doctor Crook stated, "Despite progress in treating this type of Cancer, Mucosal Melanoma remains a challenging and difficult disease to address with poor clinical outcomes. Many and varied approaches to manage this condition are urgently needed but can only come from a better understanding of Mucosal Melanoma. The aims of the research, which will be funded by donations, is to apply genomic and epigenomic analysis to the tissue archived at Broomfield Hospital in Chelmsford. We are confident this technology combined with the clinical and pathological expertise at Broomfield Hospital and our collaborating institutions, Imperial College, London and St Luke's Cancer Centre, Guildford, will generate numerous insights into the disease and thereby open up new opportunities to treat those affected at present and in future by this particular form of Cancer."

Tim Crook and Steve Dunster have now seconded a young female doctor on to a three-year research programme into Mucosal Melanoma for her PhD and this is not NHS funded. The cost for this is £88,000

THE EVENT

Unfortunately, although the event was over two days, club members were only able to attend on Sunday. The weather was wet and cold, although on one of the days the week before, recorded one of the hottest days of the century. It was a great shame, as this had a definite effect on the turnout on the day. From looking at the program of events, it was apparent that many clubs and traders failed to show. Still we all made the best of it under the circumstances.





On display at the event, was this F Type Jag with quite an amusing ditti displayed in the window ▷

TOP TEN QUESTIONS:

1. Is it a Ferrari?

No its a Jag, a one off 420bhp AWD beast

2. Is it fast?

Yes, at top speed it sucks rabbits out of the burrows!

3. Is it road legal?

Yes of course officer, now go away.

4. What's it worth?

Such a vulgar questions (you need lots of 000000).

5. Can I sit in it?

Are you blond, single and naked?

6. What's the fuel consumption?

Simples! You fill it up and when it runs out, it stops!

7. Will it fit in my garage?

No, it fits in mine!





Other displays at the show included a surprised appearance of Steve McQueenin the Bullitt Green Ford Mustang! Look closer at the driver!

Also on display was a rarely seen Zenos E10R.

Zenos Cars could quite possibly be a British sports car company you've never heard of! The company is based in Norfolk and staffed by the founders, Ansar Ali and Mark Edwards who had worked together before at Lotus Cars and later at Caterham Cars.

Due to financial issues in January 2017, the company went into administration. However, in March 2017, they were brought out by a consortium led by AC Cars, makers of the reborn Cobra.

This particular example shown above is based on the 200bhp E10. The E10R has a far more energetic 2.3-litre turbocharged engine from the Ford Focus RS. This gives it a power to weight figure of 500bhp per tonne (it weighs just 700kg) and a 0-60mph time of 3.0 seconds. The E10R's mid-engined, rear drive chassis is made partly from carbon composites, hence the lack of weight, but the overall engineering theme for the car is simplicity, rather than complexity. And in the flesh it very much looks – and drives – like the real deal. It rides amazingly well for a car with such potential, and its steering is precise, full of feel but in no way edgy. For something this quick, the E10R seems remarkably friendly and usable every day. For £40,000 it also seems like remarkably good value beside rivals with similar amounts of power and performance. No wonder they're struggling to build enough to match the demand.



ISLE OF WIGHT CAR SHOW

On Friday 9th August, 14 club members and 7 cars made the trip to the Isle of Wight for the JEC Isle of Wight Region show.

After a smooth crossing from Portsmouth to Fishbourne, we made our way across the island to the Warners Norton Grange site for 3 nights. The cost was only £159 pp with free ferry crossing for the weekend.

After the obligatory drinks (several!) on the balcony with the view of the Solent, time for dinner, and evening entertainment.

Saturday, we all did our own thing, with visits to the Garlic farm, or things to do on site.

The evening cabaret was Bobby Davro. He was so funny! Great evening.

Sunday, we crossed to the other side of the Island, for the show at Sandown Airport. Unfortunately the rain came down heavily, but we did manage to have a look round at the various makes of car on display.

It was good to catch up with some old friends from their Region, and also with the lady who used to be Chairman of the national Club - Sue Hedley. She took photos of our cars and agreed to send these to us.

We stayed for about 2 hours, then returned to our hotel, where it hadn't rained at all.

All in all, it was a very enjoyable weekend, even though the weather was changeable. Good to have time to get to know members better.





JAGUAR DRIVERS CLUB -AREA 33-

RHS Garden Hyde Hall

Sunday 18th August was the annual JDC "Area 33 Day" which attracted 260 cars on display. Various local car clubs attended - by invitation of JDC Area 33. These included Morgan, Triumph, Singer, Porsche, Mercedes, Austin 7, MG, Aston Martin, Mazda MX5, Bentley, and of course Jaguars from JDC Area 33, JEC from Essex Thameside and JEC Essex & Suffolk Borders.

The day started out well with excellent weather and after reviewing the BBC weather forecast all week, right up to the morning of the show, it was indicated it was going to be a fine day - *all day!*. How wrong they were! Around 10.30am



the clouds began to get bigger and blacker until just before 11am, the rain appeared. Club shelters were packed with people, all taking cover from the rain. Out came the 'smart phones' and people were checking the weather to see how long the rain would remain. Some were suggesting it was only a light shower - *not from where I was standing!* Thunder was heard too, so not a light shower by any means! However, it eventually dried up about 11:45am and remained dry for the rest of the day. The rain had dispersed many visitors but when it dried up the foot traffic increased to the extent that it was reported that 3,700 attended throughout the day!

A good time was had by all members who attended and we really put on a fine display.





JAGUAR DRIVERS CLUB -AREA 33- RHS Garden Hyde Hall



THE HOLLAND TRIP

LAST LOOK AT THE LOUWMAN

Welcome to our final review of the Louwman Museum in The Hague. Along the way, we will take in some fine examples of luxury, racing, lavish and downright odd designs from our motoring heritage. So, fasten your seat belts and enjoy the ride.

Let's first look at a few cars with celebrity and movie provenance because Genevieve* is not the only star. The museum fielded two cars from "The Godfather" – a brightly coloured DeSoto Series S-11C Taxi and the '41 Lincoln V12.



DeSoto Series S-11C Taxi



'41 Lincoln V12

The latter is displayed minus the bullet holes - two other stand-ins were used for that scene – whilst the former also starred in a later film entitled "Thieves". As an aside, DeSoto, a sub brand of Chrysler, took its name from Hernando de Soto, a Spaniard who discovered the Mississippi River. The customised 1976 Cadillac Fleetwood did not star in any films, but its owner did for it is the last Caddy that serial Cadillac buyer Elvis Presley bought before his untimely death in 1977. The illuminated running boards, Continental kit and vast dummy headlamps were, of course, in the best of possible taste.



Bond's Aston Martin DB5

We'll finish this section with arguably the most famous movie car of all – Bond's Aston Martin DB5 displayed here with all Q's devices installed. In fact, this is most probably one of the two publicity cars made after "Goldfinger" was released in time for the release of "Thunderball". Two cars were used in "Goldfinger", the gadget laden one and another used for the road shots. Sadly, the former was stolen in 1977 and never seen again. Coincidentally the other publicity car sold recently for \$6.385 M.

The original road car has now been fitted with all the armaments from Q Branch and now resides in a private car museum in Ohio.

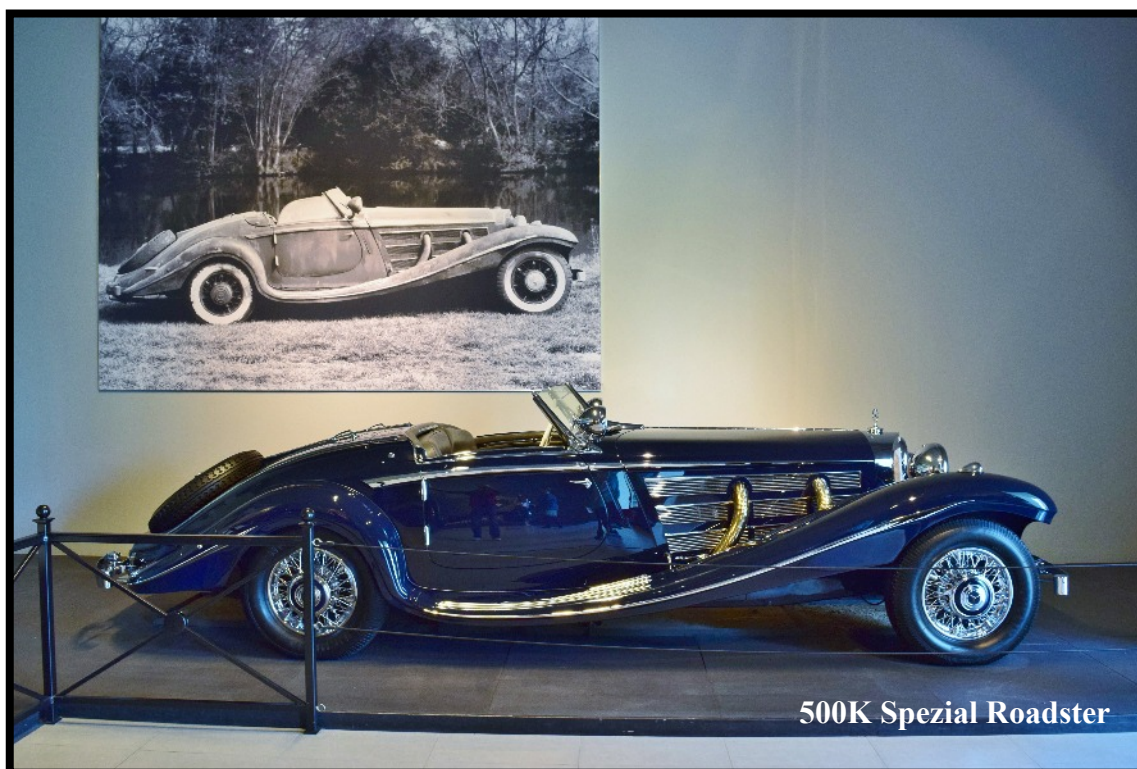
**See "A Day At The Museum" Part 1- July Newsletter Issue*

THE HOLLAND TRIP

Luxury was the name of the game in the Twenties and Thirties and what caught this enthusiast's camera lens did not disappoint. Since we are in Holland, let's start with the 1922 home grown Spyker C4 Coupe. Upholstered in fake snakeskin throughout, it housed a 5.7 litre Maybach engine below its extensive bonnet. Interestingly, it was fitted with a rear luggage rack with jagged edges to discourage juveniles from hitching a ride. Over a decade later an all-time great Mercedes Benz was born – the 500K Spezial Roadster. It has to be my favourite Merc. Of the 350 built, only 25 were Spezials. Originally owned by a (rich) London butcher - bought new in 1936 – he ran it until 1956 when he stored it in a barn. Thirty years later it was discovered, bought by a Swede, restored and has been a regular winner at Pebble Beach. It's known as "The Butcher's Car" for obvious reasons.



Spyker C4 Coupe



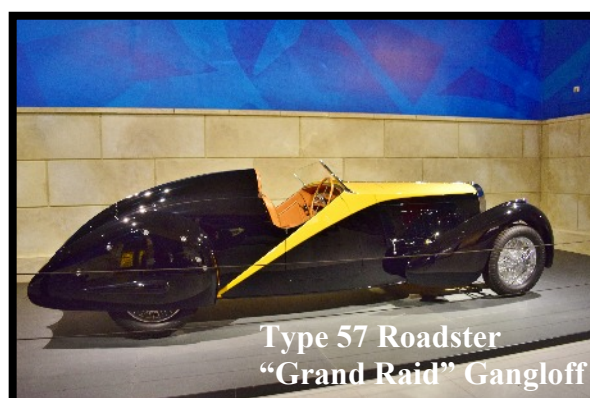
500K Spezial Roadster

The French were also producing something special, not far from the German Border. Bugatti is well represented in the collection and two fine examples stood out for this scribe. The first is a 1932 black over red Type 50T Coach Profilee. Styled by Ettore's son Jean, its engine design had elements of the American Miller

racing engines incorporated into its 5.0 litre 8 cylinder power plant. The chassis was taken from a Type 46. This car is one of only two remaining. Sadly, Jean died in 1939 whilst testing a Type 57. The other car produced two years later is a Type 57 Roadster "Grand Raid" Gangloff. With an aerodynamic streamlined body, it was a hit in the Paris Motor Show of 1934 and was later driven by Veyron and Wurmer in the Paris-Nice-Paris Rally.



1932 black over red
Type 50T Coach Profilee



Type 57 Roadster
"Grand Raid" Gangloff

THE HOLLAND TRIP

French glamour continues with the flowing lines of a couple of Talbot Lagos nearby. A '37 T150 SS "Teardrop" Coupe and a later 1948 T26 Grand Sport both showing the unmistakable lines of their designers, who, strangely enough, were not actually French. The T150 is by Figoni and Falaschi who were Italians who emigrated to France and established their design and coach building business. Figoni and Falaschi's flamboyant style graced several makes in their



Talbot Lago T150



**Talbot Lago
T25 G/Sport**

short but memorable reign. The Type T150 here was a real racer and with a 4.0 litre 160 hp six up front, powered to third place in the 1938 Le Mans race. The later car is by Saoutchik, a Ukrainian cabinet maker who set up shop in Paris in 1906. Instantly recognisable for his lashings of chrome and voluptuous wings, there are many examples of his work on marques from Delahay to Cadillac**. As with other such coach builders WW2 hastened their demise. Only 36 Grand Sports were manufactured and by the early 50's, Saoutchik was no more. The 50's also saw the demise of Talbot Lago having been bought by Simca in 1959.

Style, glamour, power and fine quality were not exclusive to the Europeans. Those guys over the pond could more than keep pace. Take the Duesenberg Model SJ LaGrande Dual-Cowl Phaeton of 1935, for example. On my Lottery Win list, it's a real Duesy! This supercharged delight was bought new for \$20,000, when your average Ford cost \$500. Chassis and engine accounted for \$8,500 of this whilst the coachwork by LaGrande lightened your wallet by a further \$12,000. The supercharger was so big that the exhausts – nicely chromed – had to be placed outside the engine bay. Garbo, Gable, Cagney, Cooper, Mae West, Howard Hughes, Hearst and assorted European Royalty were all Duesenberg owners. The first person to die in a marque bearing their name was Fred Duesenberg when he crashed his car during speed trials. The SJ was their crown jewel, but, sadly, the Great Depression hastened the company's demise in 1937 after around 35 were built.



**Duesenberg Model
SJ LaGrande Dual-Cowl
Phaeton of 1935**



'37 Cord 812

Cord and Auburn were parts of the same group and examples of both are on show. The '37 Cord 812 Supercharged Beverly Sedan seen here was revolutionary in its time. Below that Art Deco body a 4.7 litre Lycoming V8 drove the front wheels



Auburn 851 Speedster

which were independently suspended, the first American Car to feature this, much like the earlier Citroen Traction Avant.

***I last saw this in the former Imperial Palace Museum, now closed, Las Vegas.*

THE HOLLAND TRIP

It also boasted an electro-pneumatic pre-selector transmission, with 4th gear overdrive and mechanically retractable headlights. It was nick-named “The Coffin Nose” for reasons you can see. The Auburn 851 Speedster like the Cord, was designed by Gordon Buehrig and was probably one of his most beautiful designs. With a Schwitzer-Cummings centrifugal supercharger (it spun to 24,000rpm at maximum) the Speedster was the first American car to average 100 mph in trials. The museum’s model is the 852 version from 1936 which, although slightly modified is almost identical.

The Great Depression’s impact on the American auto industry turned into a meteor strike in 1931 causing Packard to offer lower priced smaller vehicles for the first time in their history. But this did not stop them releasing the Eighth Series albeit with a shortened production run. With a 6.3 litre straight eight harnessing 120 horses, this Sport Phaeton offered refined cruising at over three figures. During that year, Packard brought the coach building in-house, thus increasing quality and operating margins. It also kept staff employed as the sales volumes dwindled. The display car features Pilot-Ray driving lamps (self-steering twin front fog lights) and an Adonis radiator mascot. Nice.



Packard Sport Phaeton



1938 BMW 328 & Alfa's

If your passion is motor sport, then there’s plenty here to set your heart beat racing. There are far too many to list in this piece, but I’ll name check a couple that fired my interest. With over 140 rally and race wins, including the Mille Miglia, the BMW 328 of 1938 is up there with the best. Alongside sit two Alfa Romeos – an 8C 2300 Le Mans Touring and a 6C 1500 Super Sport Works Team Car. Maserati had a whole row to themselves w h i l s t bringing us into the

later half of the last century were a McLaren M8F and a Lancia-Arbarth LC1 Sports Spider. For me the set with the most impact featured two actual Le Mans winners and both were British. On the right, the 1935 winning Lagonda M45R which is completely original (surely it has had a paint job?) which took away Alfa’s potential five in a row victory at the famous track.



Maserati's



McLaren and Lancia Arbarth



Lagonda M45R

THE HOLLAND TRIP



Jaguar D Type

On the left, as I'm sure you will have guessed is the Jaguar D Type 1957 winner. Jaguar had pulled out of racing by then and this privately entered car for the Ecurie Ecosse Team was one of five that were entered. This car, driven by Flockhart and Bueb took an early lead and clung on to it making the victory three in a row for Jaguar. After the race, the car entered the club racing scene and following a crash ended up being split into two – body and rear suspension and front sub-frame and engine. Each half was given parts to replace the missing halves effectively forming two D Types out of one. The museum acquired both

cars, took them apart and reunited the original pieces thus providing us with the original car that won Le Mans. Fascinating.

Let's now look at a few oddballs – other than those I have previously described. The first appears quite ordinary, a Toyota. But this is the sole remaining example of Toyota's first passenger car. (The one in the Toyota museum is a replica). It is unrestored and shown in the condition in which it was found, in Russia of all places. This model AA, was made from 1936 to 1943 with around 1400 being produced. Nearby, the 1953 Fiat



Toyota AA

1100 Boat Car takes some beating. It isn't even seaworthy. Built by Coriasco of Turin, it was a publicity vehicle for a sailing school and came complete with wooden deck, port holes and life belts. Rolls Royce didn't escape the eccentric's treatment as can be seen by this 1954 Silver Wraith Vignale. It



Fiat 1100 Boat Car

came complete with chromed under bonnet piping, air-con, a bar, telephone and a mobile TV set (one of the first), white wall tyres, odd headlamps and...a gold painted WC in the back seat. It was only used for chilling champagne we are told. Thank God this was Vignale's only design for Rolls.



Silver Wraith Vignale.

THE HOLLAND TRIP

Less extravagant is the 1953 Fiat 8V Demon Rouge nearby. The shape of the rear screen and roofline immediately stand out and were designed to keep the rear window clean. The design won first prize in the “Coppa Campione d’Italia” Concours d’Elegance. This was the first and only eight cylinder car that Fiat made and had a production run of 114 units.



1953 Fiat 8V Demon Rouge

It would be hard to miss the bright yellow snappily named 1952 Pegaso Z-102 Berlinetta Enasa Cupula. Supposedly inspired by the flying saucer craze that was around at the time, it sported a massive domed rear window (or cupola), and red-walled tyres. Parent



1953 Fiat 8V Demon Rouge

company ENASA manufactured trucks in Spain under the Pegaso brand and in the 50's tried their hand at sports cars. (well, Lamborghini did it). Unfortunately, the cars were too expensive and only around 100 were constructed. The company switched back to making commercial vehicles in 1957. Probably a wise decision.

Finally, the car that started the collection, a 1914 Dodge, bought in 1934 by P W Louwman. Well, he was a Dodge dealer after all. This car featured a door mounted gradient meter, electric lights, a combined dynamo and starter motor and a “Fat Man” steering wheel which could be tilted so that drivers with a more generous figure could enter and exit more easily. This Type 30 Touring car had an all steel body and is one of the oldest remaining in the world. I am truly sorry that lack of space and time has meant that many superb and deserving exhibits in this entrancing collection have not been included in my narratives, but if you want more The Hague is not really that far away.

Neil Shanley



1952 Pegaso Z-102 Berlinetta Enasa Cupula.



1914 Dodge,

PEAK DISTRICT CLUB TRIP



SEPT 4th - 7th 2020



At our last club night Mary Monk and myself mentioned to members that our committee were planning a Peak District Tour with Scenic and Continental Car Tours.

The tour is now organised and can now be booked directly with Scenic as below.

We have 15 rooms available. Please see the below text and attachments before you make your booking.

Pricing:-

£279.00 per person (based on 2 persons sharing in a car/bedroom throughout the tour – so £558 per couple)

£358.00 per person in a car and bedroom on their own throughout (£200 reduction from the total '2 person' price)

These prices are based on including ALL of the below:-

- 4 day/3 night tour from 4th -7th September 2020
- 3 nights hotel accommodation at the 3* Makeney Hall Hotel, Belper - <https://www.makeneyhallhotel.com/>
- Dinner included each evening at the hotel – 3 course meal with at least 3 options for each course
- Breakfast included each morning at the hotel
- 1 route guide, per car, which will feature attraction / place of interest details & maps of interest
- 1 rally plaque, per car – tailored to JEC Essex Thameside
- 24 hour out of hours helpline whilst on the tour
- Full financial protection via ABTOT – we are ABTOT registered number 5405 – see <https://www.abtot.com/>
- All bookings are bound by our conditions of booking, attached, please ensure members are aware they are bound by our conditions once a deposit is paid

The Peak District Tour for 4th September 2020 X 3 nights. This tour is now available to be booked, on a first come, first served basis, by any of the below methods:-

- 1- Online via <https://www.my-holiday-booking.co.uk/availability/check/index/i/13/t/PEAKJECCESS>
- 2- Via phone, Monday-Friday, 9am-5pm, on 01732 879153 with Emma, James or Tom in our Tour Sales & Operations team

It is imperative that all members know, prior to booking, that:-

- All bookings are bound by our conditions of booking, attached.
- The £50.00 per person deposit, is non-refundable once paid.
- Bookings are first come, first served.
- Once a deposit is paid, balance payments are not required until 10 weeks prior.

Any further questions or queries, please let me know and we will check with Scenic, or please check with Scenic directly.

*** NOTE IF YOU ARE A NATIONAL MEMBER OF THE JEC, WHEN BOOKING YOU WILL BE ABLE TO GET A £50 DISCOUNT USING THE CODE JEC 50 SCENIC WILL BE ASKING AT A LATER STAGE FOR YOUR NATIONAL MEMBERSHIP NUMBER TO CONFIRM THAT YOUR DISCOUNT AS A NATIONAL MEMBER IS VALID.**

1st October Club Night - Talk by Emma Airey from Hiscox Vehicle Insurance.-

We have Emma Airey, from Hiscox Vehicle Insurance coming along to our October club night. At 8pm, she will present an overview of their key insurance benefits, followed by a *Jaguar themed quiz*.

Our normal club night will continue after the presentation. You can view Hiscox's website at www.rhspecialistinsurance.co.uk





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The next JLR Classic Breakfast Meet is on Saturday 7th September at Jaguar Classic Works, Ryton, Coventry, CV8 3EA. The JEC have been invited and will have a strong presence with doors opening at 9.30 am (until 1pm). Breakfast rolls will be available with the showrooms and astounding vehicle collection open to view. Entry is free!



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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, amazing 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
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.
OCT	TUES	1 st	8pm	Club Night Speaker Emma Airey from Hiscox Vehicle Insurance will give a talk. At 8pm she will present an overview of their key insurance benefits, followed by a Jaguar themed quiz. Langdon Hills Golf & Country Club
OCT	SAT	5 th	9am	The Hare Breakfast Meeting -Last meeting of the year
NOV	TUES	5 th	8pm	Club Night Langdon Hills Golf & Country Club
DEC	Tues	3 rd	8pm	Club Night - Xmas Special. Langdon Hills Golf & Country Club
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.necclassicmotorshow.com/tickets

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*Touch Pro Duo is a standard feature on 20MY XE HSE and XE HSE Dynamic. **All in-car features should be used by drivers only when safe for them to do so. Drivers must ensure they are in full control of their vehicle at all times.