

CHAIRMAN'S MESSAGE

Hello Essex Thameside members

Welcome to our last newsletter of the year.

We had a splendid Sunday Lunch on 17 November at the White Hart Inn, Margaretting Tye. Attended by 25 members, it was an enjoyable and sociable lunch gathering. You can read about the lunch in the newsletter. We will in due course organise another Sunday lunch in February next year.



I thoroughly enjoyed attending the NEC Classic Car Show in Birmingham. I think that next year I may have to attend the show for 2 days in order to see all the cars and stalls in the 8 halls. You can read about the show in our newsletter.

The Dinner Dance with our friends from Essex and Suffolk Borders at the Marks Tey Hotel was another successful dinner evening. Our neighbours arranged excellent entertainment, and had clearly spend a lot of time dressing the tables and the room. I find that staying for the night at the hotel seems to make a weekend of the event. Hopefully we will be able to arrange another joint dinner dance in 2020.

I would like to inform you that Doug Warren has resigned as Editor of our newsletter. The committee and I would like to thank Doug for the all time and amount of work he has put into producing a splendid newsletter for 12 years.

Thus we have an opening for a new Editor, and we would like to hear from any members who would be interested in discussing undertaking the role. With the amount of work involved we believe we it might be worth having two members working on the newsletter.

My idea of expanding the newsletter from 12 pages to any number of pages has worked well. In the future we would like to incorporate more photos and hopefully more articles. I would ask members to please come forward with any articles they can write that would be of interest to our members. You do not need to have a large amount of text, as pictures can tell a good story.

Our committee would like to take the opportunity to wish all our members and families a Merry Christmas and a Happy New Year. We look forward to seeing many of you at our next club night on Tuesday 3rd December, at Langdon Hills Golf Club. We will be having a general question quiz with prizes, a raffle with some rather nice prizes to be won. Sausage rolls, mince pies and sweets will be supplied on each table for our festive gathering.

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



*Please visit our webpage for the full online
newsletters, previous newsletters and articles
at www.jecessesthamside.co.uk*

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

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



ESSEX THAMESIDE REGION

RE-ELECTED 2019/2020 COMMITTEE

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Committee Members:
Neil Shanley & Robert Cain



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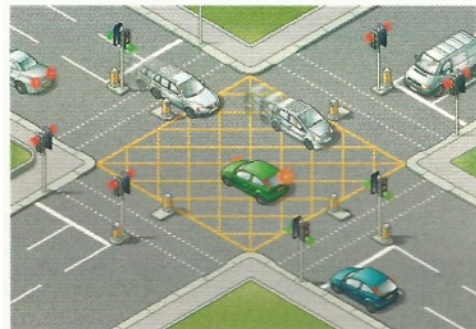
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THE HIGHWAY CODE

How many of you have purchased or looked at your Highway Code recently? I must admit I haven't for a few years. But we are all drivers, aren't we? We know it all, don't we? Well, there are a number of traffic laws that it would appear a number of motorists do not understand and over the coming months I will be highlighting some of them to you all. Sorry if I am teaching you all to suck eggs, it may be that you already know some of these laws that I will be highlighting, but it is obvious to me, quite a number of motorists do not! This example is my first "reminder" to you all. There are a number of 'Yellow Boxes' scattered around Essex. An example is in Westway, Chelmsford, the A1016. Driving away from Chelmsford towards Robjohns Road on the Widford Industrial Estate. At the traffic lights there is a yellow box. Do you know the law regarding box junctions???? How many of you have seen cars that want to turn right, stay outside of the box? In this particular example, this junction also has traffic lights with two green lights, one for traffic proceeding across the junction as well as a filter arrow for turning right. If the main green light is lit and the right hand green light isn't, can you proceed into the box junction to turn right? The answer is below!



You **MUST NOT** enter the box until your exit road is clear. However, you may enter the box junction and wait when you want to turn right, and only stopped from doing so by oncoming traffic, or by other vehicles waiting to turn right.

I hope some may have learned from this and there will be more in future newsletter issues in the coming months.

Editor

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Speculation is continuing about closer links being forged between Jaguar Land Rover and BMW - and even the prospect of a big investment by the Bavarian car company.

The Telegraph has reported that BMW's boss hinted the Munich-based car maker could be about to take a significant stake in Jaguar Land Rover.

The Telegraph said that Oliver Zipse (Manager & Chairman of the Board of Management (CEO) of BMW) did not deny that Jaguar Land Rover was in his sights. Mr Zipse said: "We have made no decision on it - I cannot comment on something that is not decided."

The latest speculation follows a report by Bloomberg saying that Jaguar Land Rover's parent company Tata had held talks with BMW and Chinese car maker Geely.

Jaguar Land Rover has already announced closer links with BMW going forward, with the car makers collaborating on engines and electric-drive technology.

The Telegraph also quoted Mr Zipse as saying this was not the end of the collaboration.

He said: "Co-operation and working together is the new normal in the industry.

"We are not only working on electric drive trains and internal combustion engines with JLR, but other components."

Neither BMW nor JLR have commented further on the claims.

It has been suggested that a BMW takeover of Jaguar Land Rover would not happen, due to the previous period of ownership. BMW owned Land Rover before selling it on to Ford.

Speaking to CoventryLive recently, automotive experts Dr Charles Tennant and Mike Gould said some sort of tie-up was inevitable for Jaguar Land Rover, due to the huge investment required as the automotive industry moves from combustion engines to electric power.

Mr Tennant, Land Rover's former chief engineer, said that BMW could fit the bill but an even bigger partner might be required.

He said: "Scale has become increasingly crucial in the automotive industry with all major manufacturers already sharing resources, to tackle the rapid move to vehicle electrification and autonomous driving. So I think it is inevitable that JLR will absolutely have to up the stakes here, with either a much bigger collaboration or investment from another manufacturer."

Automotive author Mike Gould said: "I've said it before but JLR is simply too small to survive without being part of a bigger group or, failing that, in a strong partnership."



THE ELECTRIC CAR DEBATE

PART 2

Doug Warrens article last month prompted us to look at some of the benefits of electric car ownership. Having owned such a vehicle for almost three years, we feel qualified to look at its pros and cons. In all reality, we don't know what the future holds for the combustion engine. What we do know is that we are pleased to be part of the experiment in attempting to reduce carbon emissions. We all should be thinking rationally towards the planet and in making the car more socially acceptable. What with pollution, health issues, how much noise they make, and how we use the car in the community, being an enthusiast means we might be part of a dying breed. In having this enthusiasm we are privileged to run both these types of vehicle (electric and petrol) side by side. The great American car buff Jay Leno has rightly pointed out in considering such arguments, is that experimenting in sampling such comparisons is likely to ensure the long term future of the combustion engine because enthusiasts can help determine the future of the car as it is only likely to be of interest to those who will embrace it and



cheer it on.

Sure; there are pitfalls in owning an electric vehicle. Doug correctly identified some of them. -Higher initial outlay(balanced by a Government hand out), battery life, positioning of electric charging points, strain on National Grid, uncertain residual values, to name but a few. The expected eight year battery life of an EV is similar to that of a new petrol /diesel engined vehicle. According to the philosophy of some manufacturers, BMW have gone on record stating its' cars have only a shelf life of 8 years, after which recycling may be possible and values may have already plummeted.

Probably one of the most irritating aspects of ownership of an electric vehicle is 'range anxiety'. This is the uncertainty and stress of worry associated with a charge on a battery that shows it being dramatically reduced on usage especially in cold weather and in heavy traffic. The modern EV does much to try and put your mind at rest by flashing a message across the screen driving at above 60mph may mean insufficient charge to reach your destination'. You just need to drive a couple of miles slower per hour!!



THE ELECTRIC CAR DEBATE

PART 2

It is very much like driving an 'i - phone'. When you do get to the red, rather like when the fuel gauge approaches less than a quarter, you look to fill it up - with the EV you look to charge it up. True the distances that an electric car can travel on a range is probably no more than a maximum of 300 miles, this is no more than a few years ago when a fuel tank of ten gallons would also need a fill up. It wasn't that far back when the Lords Day Observance Society dictated that fuel stations may not be open on a Sunday, thus adding to complications if on a journey.



We are moving on with this issue. Car makers are currently perfecting a new range of solid state battery technologies aimed at eliminating this concern. The biggest bonus is the improved energy density, the amount a battery can store relative to its weight and volume. Solid state units can reportedly retain more than twice the range if a lithium Ion Unit and may even surpass the mileage of a fuel tank in a conventional engine combustion vehicle.

With a substantial increase in the level of production of EVs expected over the next decade it seems likely that the number of potential manufacturers will be generally unsustainable. Future emission targets and fuel economy standards, financial incentives and city access restrictions are expected to force down the cost of electric vehicle ownership.

From our own perspective, the cost of ownership is outweighed by the fact that in 30,000 miles we haven't spent a single penny in fuel costs with no need to stop at Petrol Stations a couple of times a month to fill up with fuel. With no road tax, no congestion charging, electric cars are far kinder to the wallet. A single charge at home works out to around £7.00. Compare that to the conventional motor car. Even better, is that on the road we are able to re-charge the electric car for free, at one of the

Manufacturer designated Supercharging facilities. For the life of the vehicle and if the vehicle is sold on, the benefits stay with the vehicle. Charging time 45 minutes maximum- the price of a rest break on the motorway services. It does take careful advance planning of ones journey, but it is workable and fits our lifestyle. The UK now has over 13,000 charging stations, five times what it was in 2011 and this will continue to grow.



THE ELECTRIC CAR DEBATE

PART 2

Having to wait at a charge point has never been a problem as the App supplied shows you where and when they are available. The strain on the Grid will become an issue as the benefits of EV Ownership becomes more apparent and popular but by that time you will be carrying a Solid State battery as a back up!!!

Other discussion points concern drive ability and enthusiasm. Petrolheads will always rumble on about the noises and sounds that a combustion engine makes. They will also bang on about driving pleasure and enthusiasm in throwing their pride and joy around country lanes



and tracks. It seems that many are under the impression that you don't experience this in a EV. The best kept secret of going electric is the instant acceleration delivery which can be likened to a jet taxiing down the runway prior to take off prior to the experience of take off. Electric Motors deliver instant torque as soon as the driver prods the pedal, Combustion engine vehicles can

meanwhile deliver maximum torque only once their motors RPM reach a certain point.

Whilst electric cars are not for everyone, and to be fair, we were sceptical and nervous when we considered ownership, we have found that we have been able to use an electric car as our daily car without compromising our routine. It may not suit all but goes a long way to embracing a new 'cycle' in progress. Having the best of both worlds helps the experience. We say, Plug it in and bring it on!!!

Ian & Liz Croxson

(Footnote from Editor: If you too have any further thoughts on this issue, please e-mail me for future inclusions in the newsletter.)



8 - 10 November 2019



On Saturday 9th November, both Graham Cook and myself visited the annual Classic Car Show at the NEC in Birmingham. This event marks the end of the Classic Car season. All manner of classics, modern classics and new 'special' vehicles are on display, along with various classic car clubs and traders. For those that were unable to attend, this is a few pages of some of the displays at the show. As always, the national JEC club had a stand adjacent to the Silverstone Auction area. There were a number of cars for sale at the auction including a wonderful;



- UK-supplied, right-hand drive, XJ220 with 2,000 miles from new under its two owners
- Delivered new to Sir John Madejski in April 1992 in Spa Silver with a Charcoal interior
- Purchased by the current owner from Sir John in 2010 and part of his collection ever since

- £27,000 spent with XJ220 specialist, Don Law, in 2016 including replacement of the fuel cell and other recommended work with invoices on file

This car sold for **£362,813!**

Next up was a stunning example of a JD Classics XK150 3.8 DHC, produced when they were at the absolute top of their game and assembled by world-class technicians. In addition to the full JD Classics restoration, it was optioned with just about every JD Sports upgrade that was available at the time. The specification includes the JD Sport five-speed gearbox, sports suspension, power-assisted rack and pinion steering, sixteen-inch by six-inch wide wire wheels, uprated wiring loom, alternator electrics, handmade exhaust, aluminium radiator and cooling fan upgrade, a limited-slip differential and upgraded wiper system.



This car was sold for: **£151,875!**

What more do I hear you say, turn the page for more auctioned Jaguars.



8 - 10 November 2019



Also this fine example of a 1960 Jaguar Mk2 3.8 Manual Overdrive a right-hand drive Jaguar Mk2 3.8 with a manual gearbox and overdrive, the most sought-after combination, first registered in the UK on 07/04/1960. In 2000 it was the recipient of a comprehensive body and trim restoration, the result of which still looks superb. There are invoices in the file for parts alone from XK Engineering totalling more than £7,500, while the works were carried out

by Somerset-based company, Auto Refinishers who agreed £12,000 to complete the refurbishment. The car is finished in metallic burgundy whilst the interior has been beautifully trimmed in tan leather. The veneered dashboard and door cappings are finished to a high standard adding to the general ambience of the cabin and making it a very nice place to be. The shut lines look good overall and the car sits on wire wheels. The fact it still looks as smart as it does after being restored some 17 years ago is a testament to the high standards of workmanship at the time.



This vehicle sold for: **£34,875!** A number of Series 2 & 3 E-Types also went under the hammer but fetched less than expected. Has the market dropped off for the E-Type???



Looking around the show, we saw a number of rare cars including this Bentley. Look how aero-dynamic this



looks for a 1939 car! Most of the cars of this era had separate headlights mounted on their wings! Note too, the fuel filler caps just below the back windows. One other styling cue is the 'flush' door handles, something that is only now appearing on the modern Land Rovers and Jaguars.

GraemeHunt

Bentley 4 1/4 MX chassis

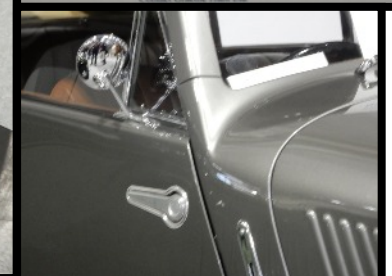
1939

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8 - 10 November 2019



What else was there at the show. Well, there were various Classic Car Dealers selling their wares, such as Hurst Park, Graeme Hunt, Runnymede Motor Company, Arun of Pulborough, Devonshire Motor Company, who all specialize in low mileage classics and modern classics. There were a number of Jaguar model X300's & X308's. This particular was for sale for just under £10,000.

One of the highlights of the show for one of our members - Gareth Jones, was the selection of his car on the JDC stand. Various pristine looking Jaguars from various JDC members who had been selected to be considered for their annual 'Champion of Champions' award as well as the Harold Mayer Trophy for Endeavour. Amongst those on the stand



was Steve Coogan's E-Type. Steve is an English actor, comedian, and producer. He has recently played the role of Stan Laurel in Stan & Ollie film in 2018. His 1961 model was only the 62nd right-hand drive roadster of its type built. It was a pre-production model released to dealers on July 14, 1961. He brought the car in December 2016.

And now it has won a cup at the International Jaguar Driver's Club at their National Day Concours Event and was selected for the revived 'Champion of Champions' Award at the Classic Car Show, after being restored by experts at XK Engineering in Coventry. Unfortunately for Steve, he didn't achieve the 'Champion of Champions' Award cup but a very nice early XK8 indeed won.



However, I am pleased to report that although Gareth wasn't awarded the 'Champion of Champions' Award cup, he was awarded the 'Harold Mayer Trophy for Endeavour' award, as shown in the picture on the left. Here Gareth is holding the cup with the then salesman from Lancaster Jaguar - Sevenoaks, who sold him the car in 2005! To get it to this standard, Gareth spent 2.5 hours on Thursday set up day cleaning it and from 23rd September to the show, spent 65 hours cleaning the car around 40 were on the underside alone.

These do not include the hours he spent on preparing the car for National Day Concours where he qualified for 'Champion of Champions' place at the NEC.



8 - 10 November 2019



On the Jaguar Enthusiasts' Stand there was a fitting tribute to Norman Dewis, who sadly passed away this year. On the stand was the E-Type Jaguar that he was dispatched from Browns Lane to the Geneva Motor Show in 1961 for the launch of the E-Type.

Also on display was the Jaguar XJ13 which Norman crashed on testing. This is how it looked then.....



This is looks now following extensive restoration!



Fifty years on from the completion of the XJ13, the legacy of the car that Norman helped to develop lives on in the incredibly exciting new LM69, by Ecurie Ecosse. Launched in September, this was the car's first ever appearance at the Classic Motor Show. Ecurie Ecosse will only be hand-building 25 in the West Midlands, in keeping with the FIA Homologation requirements of

1969 for running prototypes at Le Mans of over 3000cc. A quad-cam V12 is the heart of the car, designed to evoke the experience of driving at Le Mans. However, unlike the original XJ13 – this is fully road legal. Ecurie Ecosse have developed the car to a strict and unique brief which saw them adhering to the regulations of 1969, featuring only design details and technology that entered motorsport at that time. Composite materials have been used, it's lighter than the original XJ13 and it boasts experimental aerodynamic devices, wider wheels and a multitude of engine improvements. See picture overleaf.



8 - 10 November 2019



The new LM69, by Ecurie Ecosse.



Finally, on reviewing the Classic Car Show, there is always loads to see, not just Jaguars. One of my favourites is the Austin Healey 3000. A stunning Mercedes Pagoda in a striking blue. See the detailing of



the engine bay on the right.

This really is a show not to be missed. The 'footfall' was indicated at around 71k, which is similar to last year's total. It amazes me that more do not attend and in particular, I believe only a handful of members from our club made the journey on Friday, Saturday and Sunday. I would encourage *ALL* members to consider visiting next year which is to be held on 13th, 14th & 15th November 2020. Why not stay up in the area and make a weekend of it. Premier Inns often have special deals available throughout the year, for as little as £100 for 3 days!



When is a XJ8 not a XJ8 - when it's a Sovereign!



This is an interesting dilemma for anyone who owns a Jaguar XJ8 1997 to 2002, albeit a 3.2L or 4.0L.

Having purchased a 1999 Jaguar XJ8 in October 2018 and insuring it with a classic car insurance broker - Performance Direct - the renewal was due at the beginning of November. The quote came through and I visited other 'Classic Car' brokers, such as Footman James, Adrian Flux, Peter Best, Lancaster Insurance, etc., etc. When completing the application by inserting my registration, I noted that all these 'players' were indicating that the car was a Jaguar Sovereign, which it is not. It's a basic XJ8 V8 3.2L. My requirements were a limit of 4,000 miles per year, a guaranteed value of £6,000, a low voluntary excess - no compulsory excess and anything they wish to throw in. The quotations given were between £130 and £200 p.a. However, to ensure the details were corrected I called each of these companies and told them the car was not a Sovereign but a basic XJ8 3.2L Auto as recorded on my V5. Adrian Flux, Footman James Peter Best, etc. entered the model details manually and then told me that the quotation had increased. The worst example was Lancaster Insurance who initially quoted me £130, but with the change of model it went up to £850!!! Despite my challenges, I was assured that this was correct.

As you can expect, I turned them down and kept looking for another insurance company. I visited Go Compare, Money Supermarket, Saga, Quotezone, Direct Line, Compare The Market and others. All these were quoting between £210 to £400. This didn't include a "Guaranteed Value" or recognise that the car was a classic with limited mileage.

Out of interest, I thought I would check out other XJ8's that were up for sale on Classic websites. I recorded 6 registration of Jaguar XJ8's - not Sovereigns or Sports or Executives and then went through the process of applying for insurance, using these registrations, on the same mentioned Classic Car websites. Each Insurance Broker had all these cars listed as Jaguar Sovereigns. Technically, if these vehicles were later involved in a claim, you can rest assured that this would have been a get out clause for the Insurance Companies, as the car isn't a Sovereign as suggested and that it would be the owners responsibility to advise the Insurance Company of the mistake.

As the Classic Car Show at the NEC was approaching, I decided to wait until I visited this show and see if I could speak directly to those Classic Car Brokers that were attending the show. I homed in on Lancaster Insurance, who sponsors the event. On visiting their stand I managed to speak to their Call Centre Manager. As a result, he was as shocked as I was with the quotation obtained from his company and telephoned his Call Centre and spoke with one of his advisors. As a consequence, a new quotation was obtained, with all the right details, with a guaranteed valuation, a limited of 4,000 pa, legal cover and £100 only compulsory excess, all for £130 for the year! The technicalities of the earlier quote error was explained. My thanks to the Call Centre Manager who took personal responsibility for the issue.

It would appear that if anyone owns a 1997 - 2002 XJ8, either a 4.0L or 3.2L and who have insured it through a classic car broker, then the details are likely to be shown as a Sovereign, unless of course, the car is a Sovereign! So beware, it might not be insured!



Chip Foose cooks up a custom 1974 Jaguar E-Type for show. *Nearly every part of a classic gets customized*

Avert your eyes, purists. California-based designer Chip Foose traveled to the 2019 SEMA show to unveil a resto-modded 1974 Jaguar E-Type built at the request of a customer. With a custom design and an American heart, the roadster took over 2½ years to make.

Finished in Green Sand, the E-Type was in seemingly good condition when it took up residence in Foose's shop in April 2017; it looks strikingly similar to a 48,000-mile example sold by RM Sothebys in January 2017. Many would drive it as-is, but its anonymous owner had something completely different in mind. Foose and his team modified nearly every part of the convertible's body. Builders punched out a scoop in the hood, extended the rocker panels, made the trunk lid about five inches longer, and gave the rear end a more tapered look accented by flush lights and quad exhaust tips.

Even seemingly minor details were hugely important for the enthusiast who commissioned this build. While E-Type headlight bezels are readily available online, the ones on the SEMA car are hand-shaped from brass. Custom-built wheels put a modern spin on the E's original wire knock-offs.

The interior looks period-correct thanks to leather upholstery, analog gauges, and a wood-rimmed steering wheel, but the list of changes is longer than the E-Type's hood. Jaguar's emblematic drop-top had a rather busy-looking dashboard topped with a padded cap and peppered with a galaxy of buttons, knobs, and switches. Foose's build adopts a cleaner, simpler design with gauges arranged in a cluster behind the steering wheel, and a chrome strip that runs across the entire dashboard. His team installed new carpet and bucket seats after concealing a modern sound system. To us, the new-look interior has more of a 1950s vibe than the original E-Type's.

The changes are more than skin-deep. Tilting the hood forward reveals a Chevrolet-sourced, 6.2-liter V8 engine tuned to 525 horsepower replaces the 272-horsepower, 5.3-liter V12 this Jag came with when it was new. It shifts through a four-speed automatic transmission. Upgraded brakes and a redesigned suspension help keep the additional power in check, though performance numbers aren't available. It hopefully still has its original toolkit, as a factory-made reproduction costs nearly \$1,000.

There's no word on who commissioned this E-Type, but keep an eye out for it the next time you go to cars and coffee. The V8 exhales through a custom exhaust, so you might hear it before seeing it.

NATIONAL JEC A.G.M.



On Saturday 2nd November, Graham Cook and myself attended the annual AGM of the Jaguar Enthusiasts' Club.

The minutes from the previous year's AGM were approved, then they went onto the financial accounts for the 2018/2019 period, presented by Mike Young (The National JEC Financial Director).

Membership revenue was down by £27,957, This equates to around a loss of 560 members throughout the year, worldwide. Like all these things, it relates to members selling their Jaguars, giving up driving, passing away, etc. etc. Racing income was down by £3,643, Insurance commission was down by £3,985, Show receipts were down too but this was due to the Windsor Show in 2018, but the Gift Shop revenue was up by £9,107 as well as Advertising income was up £13,424.

Show costs compared to 2018 were down by nearly £60k. As indicated before, the Windsor show was in 2018 which was an exceptional cost. The magazine costs including printing, postage, editorials and articles were up slightly, as increased postage cost came into force in April 2018.

Head Office salary cost were down by nearly £16k due to the resignation of Helen Hodgson in 2018. She has not been replaced.

Mike indicated that due to some accounting changes, their website costs can be capitalised, so this can be spread over 5 years.

Finally, last year's raffle car made a clear profit of £25k which went to the Macular Society which deals with age-related macular degeneration (AMD) and is the biggest cause of sight loss in the UK.

The accounts were approved.

Then it was revealed that Rob Jenner was standing down as a Director due to personal reasons but would still be involved in the club. Nigel Thorley & Graham Searle were re-elected as Directors of the club.

Mike Horlor stood down as Chairman, which is the standard procedure after two years of tenure and Ray Searles was appointed as Chairman.

Finally, it was explained that the club wished to increase membership by £4, which would amount to £49 per year with a increase in joining fee by £6 from January 1st 2020.

There was some debate about the joining fee in respect of members already local club members but not National members and the committee said they would look into this and consider a discount in the joining fee for those members.

Mike Horlor then gave his Chairman's Report, followed by James Blackwell and Nigel Thorley.

The meeting ended at 5pm.

THE WHITE HART INN
MARGARETTING TYE

SUNDAY
LUNCH
17.11.2019

On Sunday 17 November 2019, 25 club members and partners visited The White Hart at Margaretting Tye for a get together and lunch.

The club last visited this pub for a Sunday lunch back on 17th March 2013. It hadn't changed, although, the service was first class, the meals were well prepared and they all came out together, piping hot, which is how it should be. For a change, now-a-days, there were plenty of waiting staff. One in particular, couldn't do enough for us all, delivering the food, clearing the tables once we had all finished and clearing the glasses.



Our thanks goes to Mary Monk for organising this event, which I am sure all attendees enjoyed and we look forward to another get together with meal at the beginning of the new year.

If you haven't been to a Sunday lunch before with the club, keep your eyes peeled for further news either by e-mail or in the monthly newsletter and sign up as soon as you are aware. It's what this club is all about, not just about our Jaguars but the social interaction too.



**Members' cars
at
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Brittany, located in the northwest corner of France, is one of the most historic provinces of France. Brittany is proud of its Celtic heritage, that sets it apart from the rest of France. Just a short distance across the Channel, it is one of the most popular holiday regions in France and offers something for everyone. Along the beautiful and varied coastline of over 700 miles, you'll discover endless sandy stretches, secluded coves, rugged rock formations, wild, dramatic coastline, medieval towns and thick forests. The entire region has an undiscovered feel with an abundance of unexpected gems, including the little-known towns of Roscoff, Quimper and Vannes, the megaliths of Carnac, the rugged coastlines of Finistère, the Presqu'île de Crozon and the Morbihan Coast - revealing there's far more to Brittany than delicious crêpes and homemade cider.

Includes ALL of this!

- Outward overnight Brittany ferry sailing Portsmouth-St Malo and return overnight Caen-Portsmouth sailings (Other crossings available on request)
- 2 nights' inside cabin accommodation (Other cabins available on request at additional cost)
- 6 nights' 4* hotel accommodation - 3 nights at the Mercure Vannes Hotel, South Brittany, 3 nights' at the Hotel Du Parc Saumur, Loire Valley
- Breakfast each morning at your hotel
- Welcome Group Dinner on the first night in Vannes
- Boat trip from Vannes to Ile Aux Moines in Brittany
- General entry ticket & Guided Tour of Château de Chenonceau in the Loire Valley, plus reserved display parking in the grounds
- Formal group Farewell meal with wine in Saumur
- Official JEC Representatives present on the tour throughout
- Specialist Jaguar Breakdown crew support throughout the tour
- Comprehensive tour Road Book and Rally plate
- 24 hour phone support from Scenic Car Tours out of hours helpline throughout the tour
- Full financial protection via ABTOT - we are ABTOT registered number 5405 (see:www.abtot.com)

9 Day Driving Tour

£1275 per person sharing a car/room (£2550 per couple – quote your membership number to obtain your £50.00 per car discount from this price!**)

£1850 per person in a car/room for single travellers (£700 reduction from the 2 persons price – quote your membership number to obtain £50.00 discount from this price**)

Reduction if you do Eurotunnel instead of overnight boat is £300 per car reduction. So let's say you went on your own, it is £1800 (1850 – your £50 JEC discount) then minus £300, so only £1500 in total.

Go to <http://www.sceniccartours.com/jec-spirit-of-the-entente-2020/4594749098> for booking details.



LONDON CLASSIC CAR SHOW

20-23 FEB 2020 | OLYMPIA LONDON

2020 will mark the next chapter in the history of the London Classic Car Show as it moves to its new home, the prestigious Olympia London in Kensington.

From 20th – 23rd February 2020, Olympia London will be transformed into a classic car buyer's paradise, featuring some of the world's finest classic cars and vintage models for sale.

Show Highlights

The London Classic Car Show is the must-attend event for any discerning classic car owner, collector or connoisseur, offering you the opportunity to view and purchase from what promises to be one of the widest collections in the UK.

You will also be treated to a brand-new selection of carefully created features and celebrations of some of the most exotic and exquisite marques from throughout the decades.

Immerse yourself in a weekend celebrating the very best of classic car manufacturers, dealers and car clubs.

Go to <https://www.thelondonclassiccarshow.co.uk/show-highlights/> for tickets



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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
DEC	TUES	3 rd	8pm	Club Night - Xmas Special. Langdon Hills Golf & Country Club
REGIONAL EVENTS / OTHER EVENTS				2020
JAN	TUES	7 th	8pm	Club Night Langdon Hills Golf & Country Club
FEB	TUES	4 th	8pm	Club Night Langdon Hills Golf & Country Club
MAR	TUES	3 rd	8pm	Club Night Langdon Hills Golf & Country Club
APR	TUES	7 th	8pm	Club Night Langdon Hills Golf & Country Club
APR	SUN	26 th	TBA	'Drive It Day'. Details to follow next year.
MAY	TUES	5 th	8pm	Club Night Langdon Hills Golf & Country Club
MAY	SUN	10 th	9am	Festival of Cars 2020 The Weald Park, Brentwood. Two shows in one the Festival of Cars and the Essex Country Show. Details to follow.
NATIONAL EVENTS				2020
FEB	FRI/ SUN	20 th / 23 rd		London Classic Car Show - Olympia Now in its sixth year, The London Classic Car Show is firmly established as the must-attend event for discerning classic car owners, collectors, experts and enthusiasts. Olympia London will be transformed into a classic car buyer's paradise, featuring some of the world's finest classic cars and vintage models for sale. Book tickets via https://www.thelondonclassiccarshow.co.uk
MAY	FRI	15 th / 17 th	12.00am /11pm	Summer Jaguar Festival, Newby Hall, Ripon, North Yorkshire, HG4 5AJ Being held at Newby Hall in the stunningly beautiful area of North Yorkshire, This event offers a weekend of road tours in the gorgeous Yorkshire Dales to visit local attractions, before enjoying the main show event at Newby Hall on Sunday 17th May. The show promises to be a spectacular festival of all things Jaguar with lots of exciting new features for you and all the family to enjoy. You can book our early-bird hotel packages at nearby Nidd Hall right now! All packages include your entry passes to the event. Day tickets and camping passes will go on sale in the New Year. Visit the National JEC website at https://events.jec.org.uk/events/festival

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