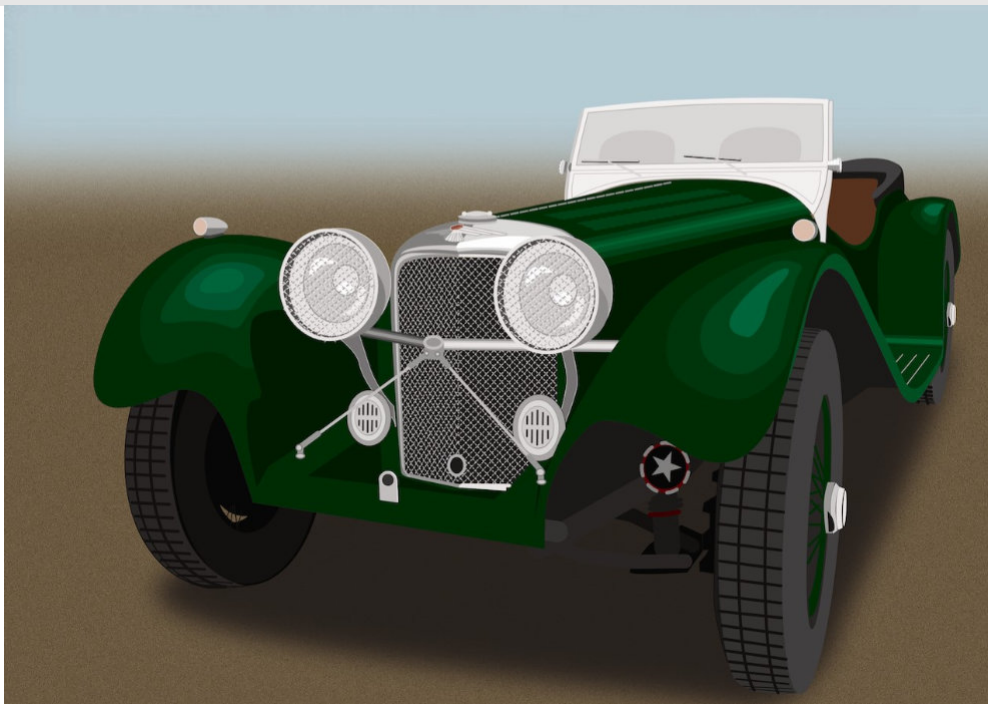


Essex Thameside News

Nº 157, May 2020



8.00 p.m., first Tuesday of every month. Langdon Hills Golf Club, Lower Dunton Road, Bulphan, Essex RM14 3TY



Chairman's message



Hello Everyone

Well let's start with the good news, the weather has mainly been splendid with bright sunshine most days over the last month. Now that's just about all the good news mentioned. Well it feels like it at times. Whilst I fully appreciate we all need to keep everyone as safe as we can during the Coronavirus

lockdown, I really miss being able to see friends and miss what was our normal social life. I am sure you all feel the same. No doubt things will improve before too long.

We certainly are in more challenging times than just about any times any of us have ever seen. With the restricted movements we have to endure at present we presently hardly have any schedule of shows or events this year. Many events have been 'postponed until next year', which actually means they have been

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cancelled this year, and we have to wait until next year for the event to take place. One such event is The Le Mans Classic which has been postponed to 1-4 July 2021. The JEC Summer Jaguar Festival has been postponed until 21-23 August 2020. We will have to wait and see if the re-arranged show will be able to take place or not. Rest assured once we are allowed to undertake events in some form or other, the committee will arrange as many events as we will be allowed to do, in whatever format will be allowed.

My XK8 was SORN for the winter. I was looking forward to taxing it in April ready for the car season. What a shame we couldn't undertake Drive-It-Day, the weather was fantastic on the day it had been due to take place. Since there is little point in taxing my XK8 I have left it SORN, and also now SORN my XJS and XJ8.

As you will have seen in one of my emails this month, it was sad to hear one of our members Albert Neall has passed away. Albert was a member of our region for close on 20 years. I always found Albert to be an entertaining person with a story or two to tell, especially when he told me the history of how his cars had been rebuilt. Due to the very limited numbers that can attend funerals at present, only the close members of the family were able to attend the funeral. The family would have liked to have had a procession of our members Jaguars attend the funeral, unfortunately of course we were not able to do this.

In the last month we have lost a motoring legend, Sir Stirling Moss at the age of 90. He drove for many teams including of course Jaguar during his long racing career. Achieving 16 Grand Prix victories in total.

In this issue you will find the answers to last months 'Before They Were Famous' quiz, and a new quiz for this month prepared by Richard Gibby. As another brain teaser for you, we have a 'Name The Make and Model' quiz prepared by Neil Shanley. Answers to both quiz's will be given in next months newsletter.

It was 'my turn' to produce the newsletter this month, I hope I have managed to do it justice close to the standard previous done by Richard Gibby and Neil Shanley.

In any case I hope you enjoy the newsletter. It is your newsletter, so please let us know if you have any thoughts on the newsletter, and as always your articles are most welcome.

Stay safe, and let's hope we are allowed out to play with our Jaguars before too long.

Graham Cook

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Forthcoming events in 2020

PLEASE BE ADVISED THAT, UNTIL FURTHER NOTICE, MOST OF THE FOLLOWING MEETINGS AND EVENTS ARE LIKELY TO BE CANCELLED OR POSTPONED.

<u>Date</u>	<u>Time</u>	<u>Event Details</u>
Tuesday 2 June	20.00	Club night meeting, Langdon Hills Country & Golf Club - CANCELLED
Sunday 28 June	10.00	South Eastern Vintage and Classic Vehicle Club classic vehicle run from Fairlop Waters, Ilford to Southend seafront
Tuesday 7 July	20.00	Club night meeting, Langdon Hills Country & Golf Club
Sunday 12 July	10.00	Orsett Showground Classic & Vintage Car Show, Rectory Road, Orsett, Grays, Essex
31 July to 2 August	-	Silverstone Classic. The national JEC will have a stand
Tuesday 4 August	20.00	Club night meeting, Langdon Hills Country & Golf Club
Sunday 16 August	-	Classic Car Show at RHS Garden, Hyde Hall, Rettendon Common, CM3 8ET
Fri 21 to Sun 23 August	-	National JEC Summer Jaguar Festival, Newby Hall, Ripon, N Yorks, HG4 5JA. https://events.jec.org.uk/events/festival
Monday 31 August	12.00	JEC Essex Thameside fun run to Burnham-on-Crouch Quay Day
Tuesday 1 September	20.00	Club night meeting, Langdon Hills Country & Golf Club
Fri 4 to Mon 7 September	-	JEC Essex Thameside Peak District Tour to the Makeney Hall Hotel
Tuesday 6 October	20.00	Club night meeting, Langdon Hills Country & Golf Club
Sunday 18 October	-	<i>[International Jaguar Spares Day, Stoneleigh Park, Warwickshire CV8 2LZ]</i>
Tuesday 3 November	20.00	Club night meeting, Langdon Hills Country & Golf Club
Tuesday 1 December	20.00	Christmas meeting with quiz and special raffle, Langdon Hills Country & Golf Club

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May Car Quiz - Name The Make And Model



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5



Figure 6



Figure 7



Figure 8



Figure 9



Figure 10



Figure 11



Figure 12



Figure 13



Figure 14



Figure 15



Figure 16

Good Luck. Answers in next month's Newsletter.

Jaguar XK8 (X100)

Rear Brake Replacement



Having bought an older XK8 1998 convertible, there were a few jobs to do to it. The brakes have never been as good as they should be, so I decided to change the rears as they looked in the worst condition.



See before and after photos. I sourced the parts from British Car Parts, they were just standard ones with EBC pads.

First job was to paint the centre section and rim of the disc with silver caliper paint, so they did not suffer the same fate as the originals i.e. go rusty.

Then I thought the easiest part of the job would be to take the rear wheels off. But Oh No, this was harder than I envisaged.

First the locking wheel nut cover would not come off, so lots of WD40 later and tugging on the plastic tool it was eventually freed. Tip now learnt is to use the same wheel nut socket on the nut cover which will loosen it if rusted and then use the plastic removal tool, this is true for XJ's as well. I have had to buy a spare tool as the original one broke, such was the stubbornness of the cover to come off.

Next the wheel nuts, again I think the corrosion made these hard to come off.

This was nothing though, expecting the wheel to then be removed easily, I was amazed at how well it was stuck even with no nuts in place.

Lots of hammering, kicking and cursing at the wheel made no difference, it was stuck.

So I let the car off the jack to see if the weight of the car would help loosen it, no luck.

In the end it was more WD40 and a LONG pry bar between the wheel and suspension joint that levered it off, turning the wheel at every go so it came off straight.

The next job was fairly easy, taking off the brake caliper, not too bad just small corrosion that was easy to overcome.

So I thought the disc should come off now? First you need to slacken off the hand brake shoes. This is done by lining up the extra hole in the disc at approx. 12 o'clock, and using a screwdriver to turn the cog a bit at a time to wind the shoes away from the inner disc hub. See photos.



Once again good old rust was holding the disc in place. Lots of WD40 and a heavy mallet eventually freed it off, turning the disc from side to side so it didn't jam.

Next job was to clean up the rusty bits as best as possible and paint with POR15. This is brilliant anti rust paint that dries as hard as a rock, and is such a good barrier that no oxygen can get through and so no more rust will form. (Paint Over Rust). This was done on the disc cover and caliper bolts.

I polished up my stainless nuts which is always fun with a bench mounted mop and paste.

The caliper anti rattle spring is also stainless and comes up like new. See photos before and after.



Time to reassemble, the disc goes on first. Remember to line up the handbrake hole with the hole in the hub, use plenty of copper grease so no more rusting in place.

I cleaned up the caliper mount and caliper and painted with POR caliper silver. Once the caliper mount is on you adjust the handbrake shoes with the cog and screwdriver till the disc locks, and then just back off till it turns without dragging.

Then the caliper goes back on with new pads, and copper grease in the moving parts and the back of the pads. Getting the anti rattle spring on is a pain, but levering with a screwdriver and pliers got the job done. I also cleaned up round the piston, and used some rubber grease on the seal of the caliper.

After cleaning up the wheel, and again using plenty of copper grease it went on easy with my polished nuts.

Only one more to do, but the good news is the second one always goes faster as you have got all the right tools and tricks to hand.

Whist the wheel was off I took the opportunity to paint the rust prone areas of the rear sill lip with POR15 and Dinitrol rubber paint.

The only trouble is now I'm looking at the fronts thinking I need to do them now, Pah.

And the wheels need repainting so the list goes on.

Russell Smedley







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Jaguar F-Type Used Buying Guide

**The F-Type has been around since 2013
Here's how to buy one without breaking the bank**

Jaguar's first true sports car for over 50 years.' That's how Jaguar's global brand director Adrian Hallmark described the F-Type in 2012, a year after its Frankfurt Show preview as the C-X16 concept.

The Jaguar C-X16 was a [concept hybrid electric](#) sports car that was unveiled by [Jaguar Cars](#) at the [2011 Frankfurt Motor Show](#). In April 2012, Jaguar announced that they will be manufacturing a new sports car based on the Jaguar C-X16 called the [F-Type](#), which was subsequently shown to the public (in non-hybrid form) at the [Paris Motor Show](#) in September 2012.

Hallmark also said that the F-Type was as essential to Jaguar as the [911 was to Porsche](#), though, there was another perhaps less welcome similarity to the 911, namely long gestation periods. The first public F-Type concept, a Geoff Lawson design, had made its debut at the 2000 Detroit Show, but in-house sports car concepts had been floating around Browns Lane since the early 1980s.

Given that long gestation, some wondered - not unreasonably - why the F-Type ended up being built on a shortened version of the 1997 XK8's platform rather than on its own all-new platform. For the answer to that, look up 'Ford's takeover of Jaguar in 1989'. A radical modernisation programme of Jaguar's production facilities was deemed far more important than the fate of one model.



Here and now though, let's just celebrate the fact that the F-Type did eventually come out, first in roadster form in the middle of 2013 and then as a coupe in 2014. Has it been a success? Well, despite slightly lukewarm early press commentaries about the car's cost, weight and luggage space, the F-Type has won lots of awards and secured the lowest average customer age of any car in the Jaguar range.



The F is a really good driver's car, and used examples are now available for under £23,000. That's around a third of what they cost new in 2013. Perhaps more interestingly they are now £9,000 under what they were just two years ago. £23k doesn't seem like a lot for a modern, supercharged 375hp sports car with a four-second 0-62mph time - and considerably more powerful V8-powered Fs can be had for just a little more dosh. Without anybody really noticing, the F-Type appears to have turned into a classic Jaguar: grace, space and pace, plus value. William Lyons would have loved it.

Before getting into the detail, let's start with a quick run through of the models you can choose from. At the start in 2013, your aluminium-chassised, Ian Callum-designed F-Type Roadster came with a choice of two supercharged



3.0 24-valve V6 engines or one supercharged 5.0 32-valve V8. The basic V6 produced 335hp at 6,500rpm and 332lb ft of torque between 3,500 and 5,000rpm, while the V6 S had 375hp and 339lb ft at the same rpms, along with a mechanical limited-slip diff and adaptive suspension. The 5.0 V8 S, which had an electronic diff, put out something approaching 490hp at 6,500rpm and 461lb ft of torque from 2,500-5,500rpm. Both S cars had an active exhaust system with a switch on the centre console to tone down or beef up the noise.

The 1,600kg entry-level V6 F did the 0-60mph run in 5.1sec and went on to 162mph, with an official combined fuel consumption figure of 31.4mpg. The equivalent figures for the 1,614kg V6 S were 4.8sec, 171mph and 31mpg,

while for the V8 S they were 4.2sec, 186mph and 25.4mpg. The V8 also had a claimed 0-100mph time of under nine seconds, which is tramping on a bit. Even in fourth gear you had to watch its throttle in the middle of a corner, but the manner in which the initial understeer gave way to smoky oversteer was very benign.

The Coupe arrived in 2014 with the same two 335hp and 375hp S V6 options, but the blown 5.0 V8 was now generating getting on for 540hp and 502lb ft between 2,500 and 5,500rpm in the new 1,650kg R. It covered the 0-60 in 4.0sec, but the 186mph top speed was unchanged. All these early Fs (from 2013 to 2015-16) were rear-wheel drive only, and all had a paddle-shifted eight-speed ZF auto.

In 2016 and 2017 another eight versions were added to the F range. All-Wheel Drive and Intelligent Driveline Dynamics were introduced. AWD became an option on V6 S cars, and a six-speed manual gearbox became an option on both V6s, but that was a rarely ticked box. The 490hp Convertible was replaced by the 545hp R Convertible, a British Design Edition was launched, and the 568hp, 516lb ft SVR (Special Vehicle Racing) arrived in coupe and convertible format. It had a 200mph top end, a 3.5sec 0-60 time, an active rear wing, an utterly rortmungous exhaust noise and a £110,000 price tag. With a softer front end, a stiffer rear and 50kg less weight than the regular R, the AWD SVR rode well for a car with its level of performance, but some testers thought that the eight-speed ZF box felt slightly left behind by the rest of the mechanical package.

Other new arrivals included the V8 R AWD and, in July 2017 for one year only, the £70,000 V6 400 Sport. Some experts had been taking the view that the V8 was a little too much for British roads, and that the V6 would often be quicker over a given route. The 400 Sport was an attempt to combine the V6's agility with something a little nearer to the power of the V8, and that would also be cheaper than the V8. It came with two- or four-wheel drive and the eight-speed auto only. There was no increase in the 339lb ft torque figure, just a power boost to 395hp. That small increase made very little difference in practice - the 0-60 time and the fuel consumption were unchanged - but the 400 did sound slightly better at higher rpm and had five-spoke 20-inch alloys and other bits and bobs as standard. It also previewed upcoming changes to the F range with its racy black leather seats with yellow stitching, which were thinner to enhance the sense of space between the passengers and dash.

Also at this time, a 296hp/295lb ft turbo 2.0 Ingenium four was added to the range, again in both open and closed formats. At £49,900, the 2.0 i4 was the first F-Type below £50,000, addressing one of the complaints levelled at the car on launch, ie that it was too expensive. As ever, you won some and you lost some. In this case you lost the character of the multi-cylindrical cars, but you didn't lose too much of the performance with a 0-60 of 5.4sec. It went on to 155mph, with good thrust from as little as 1,500rpm. The fuel consumption was impressive, too, at a whisker short of 40mpg. The slightly softer springing gave a nicely composed ride and the power steering was okay as long as you weren't braking in a straight line, when it was given to an odd tugging through the

rim.

Bodywork & Interior

Although the aluminium F had plenty that was modern about it, including lots of dash screen-activated adjustments for the suspension, gearbox, engine and steering responses, its older-school XK8 ancestry helped to give it a nicely analogue feel on the road. It was also subject to some old-school-sounding problems.

Stone chips on the nose haven't been expunged from anyone's motoring life yet, and that's certainly true with the F. While you're bent over the bonnet tutting at your chips, have a look at the bonnet panel gaps to try and discern any misalignment, which was a thing with some cars. Some 400 Sport owners reported poor door fitting too, while paint flaking has been reported in the crease between the back of the door and the rear wheel arch.

Back on stones for a minute, early Fs could get these stuck between the side windows and the seals, causing scratches on the glass. Modded seals were fitted on a free of charge basis by Jaguar.

The power hood on the roadster was sturdily constructed, with a Thinsulate layer to help to reduce the cabin noise to almost Coupe-like levels. These hoods were designed to be raise- or lower-able at up to 30mph, but they can get stuck in a nearly-closed-but-not-quite position, and some of the mechanism can sit proud when the top is down. Sometimes they won't open unless the engine is started.

It is a fact that F-Type boot is very small, or the space in it is at any rate, the spare wheel sitting right in the middle taking up about 90 per cent of the room, which is a hell of a compromise for anyone planning on going touring. You can get boot racks, but they're not cheap at around £250 and to be honest they look pants.

Inside, a lovely bronzed start button, electric memory seats and various hues of ambient mood lighting created a genuinely luxurious feel. Seven years down the road it's reasonable to assume that the seat bolsters are going to be looking slightly worse for wear. The V8's seats have inflatable bolsters whose operation you might want to check. A recall was issued in 2016 for non-deploying seatbelt pretensioners, so make sure that work has been done too.

The electrically rising dash air vents and rear spoiler were flash touches that appealed to many, though curmudgeonly types might see them as more things to go wrong in a used car. In the case of the air vents they would be right to be suspicious, as these do not have a blameless reliability record. Sometimes they will get stuck halfway up, or not go up at all, or only half retract. The popout door handles can also fall into this 'why did they bother with that idea' category by failing to retract as they're supposed to.

The fuel filler locking cap sometimes doesn't lock. Brake lights can remain lit, requiring a new brake light switch. Instrumentation can go on the flicker. Condensation can form inside the headlamps, and the dash can creak a bit.

Engine & Transmission

Tappets can become over-tappety and superchargers can develop a wheeziness, but generally speaking the V6 is a strong engine with few major problems. V8s might suffer from noisy timing chain tensioners, which would be a pain as they are situated at the bottom of the engine. Jaguar was quoting 13 hours for the work - including parts, the repair bill could come to over £4,000.

The V8s will also throw up a 'restricted performance' error message if the high-pressure fuel pump is failing. More worryingly, 330 Ingenium four-powered F-Types, XEs, XFs and F-Paces had poorly manufactured fuel rails which presented a risk of fire. So did a loose alternator cable on 2014-model Fs. All recalls to check. You need to keep an eye out for the condition of the battery too. If it's on the way out systems will start to drop out. The stop-start system can stop working.

Although a six-speed manual became available on 2016 model year V6s, it was a rarely ticked box. The 'Quickshift' ZF eight-speed automatic wasn't a double-clutch, but it still offered a lovely choice of fast GT cruisability in full auto mode or snappy changing in manual. It was another of those supposedly sealed-for-life boxes that in the real world should have their fluid changed at least every 70,000 miles. ATF can leak from the rear diff's main seal. A gearbox software error could occur on start up, preventing the engagement of any drive, forward or reverse, but all cars should have been sorted by now.

The valves in the active exhaust system can stick open, which would mean a new back box. Jaguar generally sorted these out under warranty, though.

Suspension & Steering

Every F had a very stiff bolted/glued-up aluminium chassis with adjustable suspension and double wishbones all round. Journalists found the ride to be perfectly set up for smooth tracks, but some ordinary folk driving on ordinary roads at ordinary speeds were given cause to wonder about the future of their fillings. Clarkson likened the low-speed ride to roller-skating over corrugated iron, which might have been overstating it given that Harris rather liked the springing and damping. Clarkson did concede that increasing your speed improved matters.

Jaguar's cure for thumping from the rear suspension was to send out isolator sleeves for fitting to each coil spring. As with any old car, and particularly one that is designed to be hammered along bumpy roads, the bushes will eventually degrade. On an F the ones at the back are known to crumble, the dust covers for the tie-bars likewise, but that's hardly F-unique. You could say the same about rear subframes, which for just about every car appear to be made out of ridiculously rust-prone metal. That seems to be true for some F-Types. Pre-March 2015 AWD Fs were recalled to make sure they had the right spec anti-roll bars.

You got loads of steering lock, which helped with on-the-limit adjustability. The wheel itself was a bit big and thick-rimmed, and the feel through it wasn't Boxster-precise, but in everyday use it didn't stop the Jaguar's character coming through. On S and R models, selecting Dynamic Mode in the Adaptive Dynamics system (which controlled vertical body movement, roll and pitch) provided adjustment to the damping as well as to the steering weight and throttle response. You'll want to be sure that this all works. Uneven tyre wear is not good. Nor are poor quality tyres.

2014/15 V6s had a management system problem which prevented the rear spoiler from raising as it should. The absence of 120kg of downforce caused significant instability at speeds over 135mph, especially when the speed limiter that was supposed to kick in didn't. This was the subject of another recall. There was also an issue with fixings for engine-mounted belt driven ancillaries on 2014 Fs which could lead to lost power steering assistance.

Wheels, Tyres & Brakes

The first V6 - regular and S - had 8.5J front and 9.5J rear 19-inch wheels with 245/40 and 275/25 tyres. The V8 S had 9J front and 10.5J rear 20-inch wheels with 255/35 and 295/30 tyres, which on the SVR went up to 265/35 and 305/30.

Conclusion

There's no point denying that F-Types did have quite a few teething issues, but few if any of those historic problems are likely to be present on used cars.

You've got a bigger choice in coupes than roadsters as they outsold them by around two to one. That ratio isn't necessarily reflected in the makeup of Fs actually on sale. It will vary according to the weather, but right now in early March it's around 60/40 coupe/roadster.

As mentioned at the start, you can pick up a 2013 base roadster for £23,000, a 2013 V6 S for around £25,000 and a V8 for under £30,000. These are sobering numbers for the early adopters who would have paid sixty thousand for the basic F, £68k for the V6 S, and eighty grand for the V8. Brilliant news for those of us interested in relieving them of their depreciation-eroded Fs now, though.

Looking at those early V6s, the difference in price between a used S and a similar condition non-S is around £2,000, which when you add in the S's extra 40hp to the other S features is probably worth paying if you can swing it. On the PH Classifieds right now there's a grey/black 42,000-mile 3.0 roadster at £23,680 and a 57,000-mile 3.0 S roadster in black at £25,950. The most affordable V8 on PH (and indeed anywhere) at the time of writing was a 63,000 mile roadster in white at £29,950.

Ingenium 2.0 turbos are obviously relatively expensive as they haven't been around as long as the Vs. Expect to pay at least £32,000 for a 2017 model with under 30,000 miles.

If you're alarmed by the fact that an F-Type you're interested in buying doesn't seem to have any physical service records, don't be: Jaguar moved over to computerised info storage in the same year as the F came out. Once you own the car you can order up a company printout.

If you like the idea of a pocket-sized British muscle car at a bargain price, the F-Type has to figure in your reckoning. It handles well, goes like various levels of stink, shouldn't have too many issues going forward - and sounds amazing.

By the end of 2019 the Jaguar F-Type was starting to feel quite long in the tooth when compared with its best rivals from Germany and America, but Jaguar has breathed new life into this heavily revamped model. Not only does it look sharper, but it drives much better, too, with sweeter steering, a crisper chassis, a mildly improved interior and, in 575 R guise, thundering performance to match. The F-Type is now competitive in all its new guises. So if you are in the market for a new F Type, now's the time to visit either Grange Motors at Brentwood or Beadles of Rochford. Tell them I sent you!!!

Doug Warren



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THE ART OF PERFORMANCE

Exclusions apply.

In response to our request for members articles, Roger Petheram has kindly given us this article to republish in our newsletter.

The article written by Roger was originally published in 'Jaguar Driver' way back in October 1992

ALPINE RALLY



MONDAY 1st July (1992) started early for my 22 year old son Martin and me as we backed the E type out of the garage. Armed with maps, spares tools, oil, mechanical stop watches and the minimum of clothing for 12 days squeezed into a corner of the roadsters tiny boot, we were on our way to join the Rallye International des Alpes.

Heading South after an uneventful Channel crossing we soon encountered the French Drivers road block. Taking advantage of a small gap in the Armco we manoeuvred swiftly through and back North up the other carriageway. From then on D roads were the order of the day and provided much needed practice for Martin who had never navigated in any kind of rally. The run down was leisurely with 2 overnight stops, the second at Gex overlooking Lake Geneva from the top of the pass. At 9.30 a.m. Friday 3rd July we arrived at the Sports Centre in Geneva and what a sight! Mercedes 300SL, XK120 Jaguars, Healeys, two British lads in Triumph Vitesse Convertible, E types, a magnificent Mercedes 220 Cabriolet, a total of about 105 cars.

Our papers were checked, then a short drive to the Emil Frey BMW dealer for a 15 minute mechanical inspection mainly for road worthiness but some repairs were already being carried out on cars with early problems, like the radiator on the series 1 E type belonging to Glaswegians Mr Ballie and son, which was gushing forth.

We all moved to the Plaine de Plainpalais where a line was formed beneath the trees and time for lunch and a look round. After the inspection we hall all been given an envelope containing the road book, advertising stickers and two large traditional rally plates. How do you fix these to an E type? We tried black tape, no good in the sun. Have you ever tried to explain to a French

speaking shop assistant that you want rolls of sticky pads when your vocabulary consists of less than 12 French words! Success we got our sticky pads and the plates were on.

Now for the first Gymkhana, a blind round the surplus cones from the Geneve Council Works Department and then off in procession to the harbour by the famous fountain. Each at our appointed time according to the number, 925 on our door, we mounted the ramp and were away into the night. This is definitely being thrown in the at the deep end, within 5 miles we were lost. Rejoining the route we arrive at the first special stage and soon found ourselves dicing through a heavily wooded mountain road behind the V12 Ferrari. Suddenly the route was unimportant the sheer music of his four exhausts echoing through the dark woods as the 250SWB weaved in our head lights was hypnotizing. By 1.30 a.m. we were in the Park Hotel in Aix-leBains, two beers and bed.



The advantage of a late start at 9.25 a.m. Is time after break to plan the route, not so for the 8.00 a.m. starters. The disadvantage is a late evening arrival at the Hotel and a hasty shower before dinner, but more important, it takes ages to get a beer!

Saturday 9.25 hit the road, after last night this will all be a piece of cake, Aux-de-Bain to Sestriere. That was our first mistake, but we learnt fast. Five cols before lunch, the Granier 1134m, Cucheron 1139m, Porte 1326m, Venice 781m and the Le Mollard 855m.

In the valleys the weather is warm but as we climb the temperature drops, the clouds surround us and the air is very damp. Higher and we're above the cloud now with snow on the peaks and some times on the side of the road. With temperatures near zero and the hood down we find the heater comes in handy, there is no time to put coats on and off.



Many of the other competitors are in open cars, some

with no hoods at all.

After lunch its four more cols the Accarias 982m, d'Ornon 1376m, Lautaret 2058m and the Montgenvre 1854m.

We arrive at Sestriere at 18.35 and straight into the second gymkhana. Then its hotel, shower, dinner, a few beers and bed. Up at 6.00 a.m., breakfast, I check the car, Martin plans the route. 9.25 a.m. and we're off on day 3. Firstly there is another gymkhana then a loop back to Sestriere and with only two cols before lunch, the Montgenvre again and d'Izoard 2360m, now we are really high. The idea is to get ahead of our time as the passage controls do not incur early penalties, then we can pause for coffee and some photos. By the afternoon we are suffering some misfiring but its not a serious problem. There is a semi-formal dinner on Sunday night with a prize giving for those competitors who only did the weekend rally. Our overnight procedure is now well established and we are away to Crans-Montana. The morning brings 3 cols, the Finestre 2176m, Mont-Cenis 2083m and l'Iseran 2770m, the highest so far. Lunch and over the Petit-St-Bernard 2440m followed by the Grand-St-Bernard 2469m.

By now our misfiring worsened, but on arriving at Crans we have to go on a short street run to impress the local population. Unfortunately, by now it is raining hard and as all E types leak the old towels we carry for this purpose are soaked. I go to the car early next morning to change the plugs, points, condenser, clean out all float bowls and change No 6 plug cap all to no avail. We are now too late to start for the day so I run the car to the hotel where Mr Siegenthaler of Emil Frey has a Range Rover full of equipment. He soon diagnoses that I have two dead plug caps. Would you believe one of the few items I didn't replace in the rebuild. By 11.30am.m. we're away but like several other competitors today we are in 'Tourist Class'. Never mind, keep the rally spirit going, its Tuesday so it must be Como.

Whenever we stop for coffee or petrol I have to ask Martin which Country we are in to select the right currency, today its Lire. We hop over the Gletsch 1759m, Furkapass 2431m and the Oberalppass 2044m before lunch but the afternoon run is more relaxed. Inserted in the days at various points are precisely timed ascents at 40 kph to be held to the second and sections of route where only the towns are indicated and you must find the routes. For these the odometer readings are taken and the mileage must be correct. We park in the town square in Como, the sun is hot and the locals on their way home from work take a leisurely walk around 100 classic cars. At dinner, overlooking Lake Como from the hotel, we meet Mr Baillie and his son in law and sink a few beers. Day 6, Como to Seefeld, starts with a broken down coach aided by Italian truck drivers causing a 45 min delay on the lakeside road. Pressing on we make up some time, but beware, we pass a Healey 3000 with two blue uniforms taking a keen interest. Over the Aprica 1181m and the Gavia 2621m.



Lunch is followed by the magnificent Stelvio 2757m. On the climb we find that 2nd gear is best for the hairpins, go to 4000, then 3rd and we can get to 70 mph before the next bend. With massive torque the E type can pass almost everything on the way up. Coming down the hot-hatches and Audis can leave us with ease. By the time we are down the Stelvio we definitely have a soft break pedal. PM and its the Rombo 2474 and St Sigmund 2917m.

Driving for the first time in Austria we notice that all drivers obey the speed limits and motoring rules to the letter. Everywhere is immaculate and most drivers turn off their engines off at traffic lights. On to Seefeld and a lovely hotel with indoor pool.

Day 7 it's Intertaken with a regularity stage and the Bielerhohe 2036m in the morning followed by the Klausenpass 1948m and Sustenpass 2224m in the afternoon. On most passes in Austria there is about £4 toll to be paid at the top.

Last day with the Jaunpass 1509m and Croix 1732m plus some navigation and back to the park in Geneva. We assemble the three British E types for a photo, the Glaswegians, the Hatfields's lightweight and mine. A head turning blast through Geneva with all three in convoy to the hotel. Prize giving was preceded by an excellent dinner where the 6 British teams manage to arrange a UK table. Following a short shopping trip to Town we leave at 11.30 making Calais by 20.00, no French Truck problems now. Our booking was for Sunday but we are offered the 23.30 Sea Cat. After boarding there was a 90 minutes delay only to be followed by a further 2 hours while they find out how to shut the bow doors. Sailing at 3.00 a.m. We dock at 3.00 UK time and I finally enter the driveway at 5.10 having driven 600 miles and feeling somewhat tired.



A note on one or two other competitors of interest must include the XK120 OTS of Storm and Zarzecki from

Germany, who lost the front cylinder soon after leaving Berlin for Geneva and finding oil blowing out of everywhere removed the plug lead from the distributor and drove the whole 2500 miles on 5. We also met Mr and Mrs McKay who writes for the Classic Car Magazine in the Rochdale Olympic 1098cc.

Then there was the 4.5 litre Invicta of Schneider who had written the car off in the Leige-Rome-Liege and had it rebuilt for the Alpine. Somehow I'm not surprised we nicknamed him Mad Max 3. I must also mention the BMW 328 of Wolf from Germany, we met these guys half way up a mountain on day 3 when we pulled over to see if they needed help. It turned out they had blown an external ubber oil pipe but managed a repair, their problem now being an acute lack of oil. So to the rescue with y 5L of Duckhams which I had tucked behind the seat, 2L of which found its way into the 328 sump. Payment was refused but a promise of a beer accepted. As it happened this materialised on the last night and turned out to be champagne. Next year I'll take several gallons of Duckhams.



In retrospect it was immense fun and the comradeship excellent. Whilst the entrance fee of £1300 seems high it does cover 8 nights for 2 people in 4 star hotels and all meals. Other expenses are the ferry, extra insurance, fuel and hotels en-route. I thoroughly recommend this event so lets have a larger UK Jaguar team next year. Apart form needing a good clean the car didn't really suffer and anyway E types were built to drive not to look at. No prizes this year but wait until next.

Roger Petheram



BEFORE THEY WERE FAMOUS

Who did these youngsters grow up to be?

(Answers will be revealed after the raffle)

1



Alan Alda

2



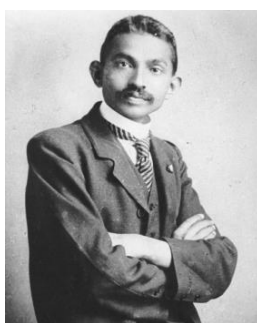
Vladimir Putin

3



Phil Collins

4



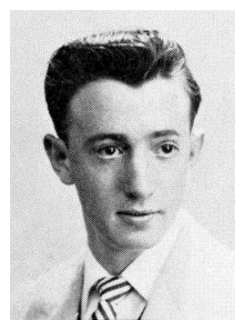
Mahatma Gandhi

5



Cindy Crawford

6



Woody Allen

7



John Travolta

8



Barry Manilow

9



Angelina Jolie

10



Burt Reynolds

11



Sigourney Weaver

12



Ben Affleck

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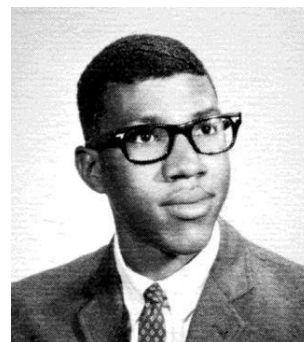
4



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11



12



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In these times of restricted movement and enforced time at home, why not give yourself a little project and write an article.

It does not need to be long, or indeed about cars, any subject that would be of interest to our members.

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