

# Essex Thameside News

Nº 165, January 2021



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Graham Cook  
Chairman

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## Chairman's message

Hello, all and welcome to the New Year and to the first edition of our new look Thameside News. As I write this, I cannot help but look back on 2020, what a difficult year. Apart from a couple of slightly lower key gatherings at Maldon Car Park, Lester's cottage and North Weald Airfield, the only official show we attended was the Jaguar Forums event at Denbie's Vineyard in the summer, a real welcome break for our members who attended. We did recommence Club Nights, with reduced numbers, but more government restrictions made them impossible to continue.



Members enjoying Jaguar Forums gathering at Denbie's

But let's look forward – always a better philosophy. Covid rules permitting, there are several events already planned including; the JEC Blenheim Palace Show in May, July's Le Mans Classic – postponed from 2020 – and the Silverstone Classic in late July/early August. More locally, the Maldon Show is being advertised. No year is complete without the Classic Car Show at the NEC in November. Let's hope that the virus has bid us a Long Goodbye by then.

## Other committee members



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We thank Lester for his hospitality

I would like to thank all the members who have contributed to the Newsletter over the last year and enabled us to produce an interesting monthly edition despite having little or no shows and trips to report on. I must also give my thanks to our advertisers who have stayed with us over the last twelve months. Finally, my thanks go to my two fellow editors, Richard and Neil (this month's editor) who, with myself, take it in turns to produce this publication. Please keep your articles coming in!



Members at North Weald Aerodrome

Very soon your Committee will meet, via Zoom, to discuss and plan for the year ahead. Your input would be more than welcome; what shows would you like to attend, do you fancy a "Drive-It" type day to visit a specific destination, suggestions for Sunday Lunch restaurants/pubs, museum visits – they don't have to involve cars, a foreign (or UK) trip, indeed anything that springs to mind.

I look forward to hearing from you and, even better, seeing you as soon as restrictions allow. In the mean-time have a great Christmas and New Year....and stay safe!



## Grandfather, The Early Days – Only Spend A Penny

Granddad William was known for his thrift and ability to save a copper or two wherever possible.

In one tenanted house in Milton Street, the ground floor toilet pan had been reported broken. After careful inspection of the offending article, Granddad decided that it was only the bottom part of the china pan that was broken and that as the trapped part of the pan still held water, he could reuse the pan. He knocked off the bottom part of said pan and re-bedded the remaining functioning part of the pan with strong cement and sand mortar.

It has been well recorded and re-told many times what the tenant said when he saw Granddad's somewhat lower re-bedded pan. What's Cooper think I am, a bl\*\*dy dwarf!" Also I don't think it helped his attitude when he had to use an umbrella to keep him dry from the leaking high level cistern!

Granddad's usual reply to any tenants' complaint was..... "What do they expect Buckingham Palace for sixpence!"

Written by Colin Cooper in recording my memories and the stories told to him by his family especially his father Fred, and his Uncles, Geoff, Fred and Bill in running and working for the local family building and decorating firm W.J.Cooper & Son - checked by Sue 21/9/2014





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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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## A New Project In Town!!



The story begins at least 13 years ago around 2007 when I was introduced to my Red XJ6 Series 1 Jaguar that was living in a garage in Clacton. That is another tale, but I subsequently joined the J.E.C. Essex Thameside Region and engaged with the club and its activities.

Although I told myself I was content with my XJ6, I must be honest and say that I have continually bleated on about the wish for a MK2 Jaguar or dare I even hint at an E type! We all have stories of what we saw as a child and what our parents drove, but my introductory tale was around 1974 when I was an apprentice and my boss flew around in a light blue MK2 Jag. One day he offered it for sale to the staff and it was purchased by my foreman.



At the time I remained the proud owner of my Puch moped which could crack at least 30mph but I am convinced it was the blue MK2 which became ingrained in my "I want one" memory bank.

Back to the current times having read the reports both about Jaguar MK2's, the virtues of the V8 Turner engine of the Daimler version and, on the later models, the narrow bumper look, I found myself in the dilemma of not knowing what I wanted but with a fancy for the V8 250 Daimler.

Hence, over several years I have travelled to various parts of the country for that potential Jag or Daimler.

One weekend having placed a deposit on a car from photographs, we took Julie's savings and a trailer to Leeds only to come back empty handed as I compared the potential purchase to the condition of my current XJ6 and decided there was no contest.



I have over the years poured out my tales of woe of the cars I've missed and that they were over-priced hunks of metal. Usually I would start my lament after a couple of beers and God help any unsuspecting person willing to listen.

I suppose this year was no exception, between COVID lockdowns and on a Norfolk caravan trip with the J.E.C. Essex Thameside shed draggers group (unofficial title), we had sat down with a beer following a clear win for the boys v girls in the volleyball competition (Charlie was the referee and the girls will dispute the score) somehow the conversation went to our Jaguars and I suspect I went into my "I've always wanted a MK2 and life is so unfair etc. etc. ". When Martin declared he was



now restoring one of the two Daimlers he had left and if I wanted such a car, then the other was mine!

Well what I can say apart from 'that called my bluff!' I

tentatively asked Martin a few questions about the potential purchase to be told it was an unrestored original 1968 Daimler V8 250, slim bumper model, it was 99% complete, the engine was a runner and with fairly low mileage, if the odometer was to be believed. Martin described the car as like a barn find. Without doubt it had all the right rust in all the right places. Although a runner it was not for the faint-hearted, and would be a project.



Martin continued with his description regarding the state of the car - rusted doors, sills and bodywork. It would need a new interior but the chrome work was there, the engine bay was sound and mechanically complete. All the glass work was intact, the bonnet and boot were in good condition and with, it is believed, a factory fitted Webasto roof.

One line of thinking was that if you are going to restore and think you have the skills, then do a full restoration from the bottom up. You will have no surprises biting you later, unlike others who spend a lot more initially on



a shiny model and have no idea as to what rust is lurking under that paint and filler.



Well as you can guess, a hand shake and the deal was done I had purchased a Daimler V8 250 project for better or worse!!

Later I visited the car, it was, as I knew it would be, exactly as described. It car is on a G plate with all matching numbers, 60,000 miles on the clock with supporting documents and M.O.T. certificates.

My greatest surprise was not that the car moves backwards and forwards, but the engine condition. Having re-fuelled the carb bowls the engine was fired up and can only be described as one of the sweetest running engines I've listened to. Not a rattle to be heard and sounding really tight which is a real bonus!



I hired a trailer and the Daimler was driven onto it with no issues, using only the serviceable handbrake as a means of stopping. Upon arrival at my home, with another cup full of petrol in the carb bowls, I backed the car off the trailer onto my driveway and into the garage.

The initial plan is to buy another decent M.I.G. welder and seek out the Clan MK2 practical classics restoration manual.

In the long term I will look over the body and start collecting any panels that I can find. Initially I intend to strip the interior, removing all glass and chrome work, then re-assess the state of body looking to see what other panels need to be replaced. I note the nearside spring box has already been replaced which is another bonus. The plan will be to jack up the body, supporting the shell, making sure the door gaps are good and to weld a strengthening frame into position (as per Martin's instruction). I also have to consider the roof options, either to stick with the Webasto or weld a new section in. (I welcome your opinions) The restoration proper will then begin.

At this time I continue to hunt down parts, internal trim and those panels as they become available, I'm sure there will be an article or two in the future re this long term project!!! COVID willing.

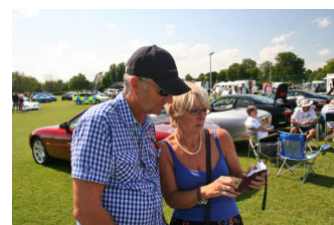
**Vaughn High**

## Caption Competition

This month's photo is by kind permission of Geoff & Mary Monk. Answers please to Graham Cook.



Last month's winner is; Bob Cain with; "Well, I could fit you in Friday night as long as I don't get a headache."






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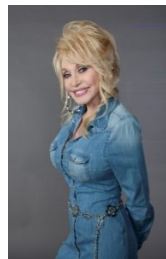
## December Mascot Quiz Answers

1, Jaguar, 2, Dodge, 3, Morris, 4, Armstrong Siddeley, 5, Pontiac, 6, Peugeot, 7, Mercedes-Benz/Daimler-Benz, 8, Lincoln, 9, Pierce-Arrow, 10, Ferrari, 11, Austin, 12, Humber, 13, Packard, 14, Rover, 15, Cadillac, 16, Rolls-Royce.



## Before They Were Famous; December Answers

1 Bryan Cranston (Breaking Bad) 2 Goldie Hawn 3 Michael Keaton 4 Tom Selleck 5 Richard Burton 6 Hillary Clinton 7 Hugh Grant 8 John Travolta 9 Jimmy Carter 10 Gene Wilder 11 Elijah Wood 12 Dolly Parton



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# Ornament Origins

In last month's Newsletter we included a quiz to identify the makes of car bonnet mascots (hood ornaments in the US). They were popular in the first half of the last century and there are some that are still displayed on current models today. They were each company's way of making their product easily identifiable to the car buying public – the more interesting and dramatic the better. It was believed that these helped sales and so were continually modified to reflect the current fashions and legislation. The designs of many of these have a fascinating history behind them and, in this occasional series, we will look at some of the best from both sides of the Pond. We will start with arguably the most famous of all,

## THE SPIRIT OF ECSTASY



More a story of a secret and tender love affair than a motoring feature and one which lasted fifteen years from the turn of the last century. The story starts in 1902 when Eleanor Velasco Thornton went to work on the country's first motoring magazine, *The Car Illustrated*, then edited by John Walter Edward Douglas-Scott-

Montagu who later said that it was "love at first sight". She was 22 and 14 years his junior. Their love was kept secret for many years largely due to Eleanor's lower social status and the fact the he was already married and father to a daughter.\* When his father died in 1905, he became the second Baron Montagu of Beaulieu and moved from the House of Commons (he was MP for New Forest West Hampshire) to the Lords taking Eleanor with him to help with the extra work load.



During this period, owners started fixing personal mascots on their vehicles and, in 1909, Montagu decided to do the same on his Rolls-Royce Silver Ghost. Charles Sykes was a sculptor and friend of both Montagu and Thornton and it was he to whom Montagu approached to design and sculpt the figurine. Sykes chose Eleanor as the model and sculpted her in flowing robes with her forefinger against her lips to symbolize the secret of her love affair with Montagu. It was called *The Whisper* as a consequence. Only around four castings were made and one is on display at the National Motor Museum in Beaulieu.

By 1910, mascots were becoming so fashionable that Rolls-Royce, who did not offer one on their cars, decided to include one as an optional extra. This would also reduce the problem of owners fitting what the company believed were unsuitable designs. Claude Johnson, MD of Rolls-Royce approached his friend, Montagu to



help. Sykes was duly recommended and commissioned to produce "something that evoked a spirit of mythical beauty", like Nike the Greek Goddess of Victory whose statue was in the Louvre. (there is also a copy outside



Caesars Palace, Las Vegas). Sykes thought that not feminine enough and again turned to Eleanor Thornton and used *The Whisper* as his inspiration. The first model was called *The Spirit Of Speed*, followed by "a graceful little goddess, who has selected road travel as her supreme delight and alighted on the prow of a Rolls-Royce motor car to revel in the freshness of the air and the musical

sound of her fluttering draperies" – *The Spirit Of Ecstasy* which was presented to and adopted by Rolls Royce in 1911. It came with Sykes's signature and date on the base until 1951. The figurine has been modified over the years but the only significant change came in 1934 when, to suit the requirements of their sports saloons by providing owner drivers with a less obstructed view of the road ahead, she was depicted kneeling. The design was discontinued in 1956.



That could be the end of the story but for a tragic event which took place in 1915 when Montagu was appointed Mechanical and Transport Adviser to the Government of India. With his wife's blessing, Montagu took Eleanor with him on the

crossing to India. It was to be their last time together since, on December 30<sup>th</sup> during lunch, their ship, the SS *Persia*, was torpedoed by a German U-Boat South of Crete. With cold water pouring in the initial torpedo explosion was followed by a second blast as the ship's boiler exploded. With Eleanor in his arms and the decks splintering around them, Montagu dashed for the life boats in the rapidly listing ship. Before they could reach relative safety, they were hit by a wall of sea water and Eleanor was gone. Montagu who was wearing a life jacket was sucked down with the sinking ship but a third explosion propelled him to the surface where he was rescued after 32 hours adrift on a life boat. Montagu was shattered, and searched for her for many years, but to no avail, eventually placing a memorial plaque in Beaulieu Parish Church in an unusual public display of love for his beloved companion and mistress. A love that is immortalised on, of all things, the radiator of a Rolls-Royce.



## Neil Shanley

- Eleanor and John also had a daughter during this period, but that's a story for another time.



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## January Car Badge Quiz - Name The Make



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5



Figure 6



Figure 7



Figure 8





Figure 9

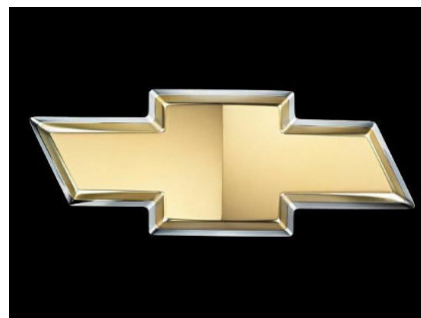


Figure 10



Figure 11



Figure 12



Figure 13



Figure 14



Figure 15



Figure 16

Good Luck. Answers in next month's Newsletter.

# Petrolheads – Welcome to the Evolving EV World.



Once a time thirty four thousand miles ago and 4 years before lockdowns commenced, Liz and myself purchased a new experience in motoring. A chance 'errand' trip on my pushbike to our local town centre found me in front of a tent with an awning set up. Curious to know what the T stood for and not being aware of the unfamiliar logo, I stepped inside to see a Black Tesla Model S looking ready for a prospective punter. The lines were sleek, elegant, and stylish and that was the just sales lady demonstrating the merits of Electric Vehicles. (Is that sexist I ask?) (Yes, but fun – Ed.) After securing an invitation to Five Lakes Resort for a 'trial and taster' with Mrs. C, we were sceptical but intrigued.

Now hear this. We are not just Baby Boomers trying to Save the Planet, but having been in and sampled various Uber Priuses, we firmly consider ourselves 'Petrolheads'. We touched upon the pros and cons of Electric Vehicles in a previous debate in a JEC newsletter feature, so we now have to focus on practical ownership. Our daily drives over the last twenty years has consisted of a BMW 525i Touring, a couple of E Class Mercedes's, a Fiat 20V Turbo (a Pocket Ferrari), a Volvo XC90 (most comfortable car ever over 220,000miles) a Renault Espace (a fantastic load lugger) and two VW Beetles. Car people at heart, we were very sceptical about the merits of battery powered motors. The drive in a P90D that did 0-60mph in a quick 2.9 seconds and was silent in the process got us thinking outside the box. This did everything we needed. Apart from the initial high cost outlay, just think no more visits to the petrol station, and with our type of motoring, saving over £200 per month in fuel costs, no more oil changes and a cluster of 'freebies' for the life of the vehicle chunked in, it seemed to make a lot of economic sense.

The driving sensation was daunting to start with. A massive 17 inch screen dominated the dashboard layout. Blipping the car shaped key fob, the door

handles rose from within the external key surrounds and allowed us to get in, set the electric memory seats and get comfortable. Flick the Mercedes sourced gearstick and switchgear into drive, and push the stalk further into Drive and away we went. Initial thoughts were that there was not a lot of feel to the handling. There was nowhere near the Mercedes quality feel to it, nor the BMWs invigorating driving experience, and certainly not the comfort of the Volvo. Nor did it have the Jaguars' traditional 'Gentlemen's Club' feel. What stood out though, was its acceleration like no other, and its peak power converted into torque being instantaneous. There was little need to touch the brakes only decelerating with the regenerative braking system. The inertia feeling a bit like a Go Kart on steroids. Above all the driving experience was immediately exhilarating. The silence in and around the car being highly addictive.

Anyway to cut it short, we liked the approach, no pushy and over bearing sales people, just a keenness to get us into a new motoring phase. At the time(and it is no longer offered) they threw in Free Auto-Pilot (alternative term for Self-Driving) Free Supercharging for the life of the car, Free Maintenance, and of course the exemption from Road Tax and congestion charging as a ultra-low emission vehicle. These together with the Free Spotify account, free software upgrades means that we have the latest gismos always. It was music to the ears and we placed an order there and then.

The next problem being price. To secure a substantial discount we opted for a cancelled Red mid-range 75 S model coming with a load of extras including electric panoramic roof, upgraded stereo, heated leather Pilot seats and heated steering wheel, Alcantara dashboard surrounds. It was, however, a non- four wheel drive version that finally fitted our budget. Three weeks later the Tesla turned up on our doorstep, fresh off the boat. They had downgraded the vehicle from 21 to 19 inch tyres and then gave us a further £1500 off the price when we queried it.

Roll on almost four years to the day, the first area of concern for us and anyone buying an electric vehicle has to be the range. It causes anxieties especially during cold or hot weather when the battery is tested to its limits. For us, the claimed 240 miles has not posed a problem. Indeed, within the four years we have seen the maximum limit reduced to only 218 miles. It just means we have to plan our journeys in advance and know the whereabouts of the Tesla chargers on our intended routes. We have our own static charger installed in our garage so an overnight charge gives us the boost of a realistic 200 miles before needing to charge again. It costs around £8.00 per charge on the domestic energy tariff. We think of it as driving a mobile i phone.





When on the road and charging at Tesla's own Superchargers (usually tucked away at the back of hotels, on motorway service areas, or at shopping



centres) a charge can be achieved within 45 minutes. This is generally an ideal opportunity for a McWee and a coffee or a rest break from behind the wheel. We have done

plenty of long distance trips to the North East and North West of England to know where to break the journey and to get that extra range that we would not be able to achieve non-stop from home. The newer generation Tesla Model S is capable of going in an advertised 410 miles on a single charge. In real terms and in ordinary motoring we would suspect probably no more than 375 or so miles. We have never really put ours to the test but I have limped home, with my brown trousers I hasten to add on a couple of occasions with 0 miles showing on the display with 'insufficient charge to reach destination.' Dropping the speed to on or under 50 mph' generally does the trick.

The car is a dream and we think well ahead of its time. The phone based App supplied with the car enables us to pre-heat and cool the interior, from the comfort of home, de-frosting the screens from ones bedroom before setting off is great on a winter's morning. Its downside is that it takes a bit more from the seven thousand odd battery cells. The Auto Summon facility that allows you to get the car out of the garage without actually being in the car, is magical. You do, however, have to ensure the car is lined up properly without obstruction, and that the garage doors are open! As for driving the car, the Tesla has been a joy. The steering, while lacking the feedback of a hydraulic rack is the best electric assisted steering wheel I have ever turned. What it misses in feel, it makes up for in quickness with off centre effort and precision. The suspension is comfortable and communicative. I touched upon the regenerative brakes before. These combined with the electric motors are a delight. The braking power of the motors is enough that we hardly use the brake pedal in day to day motoring. Tesla claim that the pads last more than 100,000 miles and we don't doubt it. For enthusiastic driving around winding roads it's a novel experience that is hard to beat.

Do we miss the sound of a conventional engine? Yes and no. Engine noise is on mute. The complete silence that the Tesla provides feels and sounds like the future.

When you floor the throttle the motors give it a wonderful whirring sound while your brain rushes back into the skull. We will always love the scream and noise of a lumpy V8 engine but for a daily drive in the model S, we don't really miss the melody of a combustion engine. We can easily crank up the



excellent sound system to compensate.

The interior of the car is minimalistic. Apart from the stalks on the wheel, the big central display screen with touch screen commands dominates the dash. There are just two other knobs opening the glove box and operating the hazard warning lights. The screen does reduce visual clutter, leaving us with a small squat wheel with which to enjoy the road and the purest of driving sensations. Interior storage space for essentials is extremely limited and is designed for Silicon Valley Techno Geeks. Even coat hangers are a £50.00 after market extra. There are no door pockets and nowhere to put map books (you could argue nobody needs them with Sat Nav) and there is also no place to put stuff apart from the small glove box. The strangely designed centre console box is an awkward shape to stow. It does have a 'Frunk' though. This is the Tesla term for where the engine would be at the front of the car. This does offer some additional overall storage space meaning that the Model S has over 890 litres of stowage space, larger than a Mercedes E Class estate.



Our experience with Tesla Service has been fine. The yearly service or 10,000 miles or whichever comes first has now been extended to 2 years or 20,000 miles. A courtesy car has always been available. The service has always been completed without fuss or expense. There are fewer moving parts. Oil changes are not required. Lubrication of working bits and topping up of the battery cells are needed to ensure that all the 900

sensors around the car are working efficiently. This means less labour costs. While the average price of a Tesla car puts the brand firmly in the luxury sector, they are certainly not taking advantage of you in the service department. There have been several gripes from other owners in surveys complaining about reliability issues but maybe we have just been lucky.

Complaints over four years - the external door handles have jammed twice needing replacement of sensors, the interior screen display battery illuminating and powering the 17 inch screen has failed twice and we have had three new key fob batteries. There are annoying features on the car. The key fob requires constant authorisation and pressing if you get out of the car or stop it temporarily. The rear tail lift (hatchback) makes an infuriating buzzing noise, when opening and shutting. This is frustrating when you want to make a silent getaway early in the morning- guaranteed to wake the neighbours. The design of the hatchback seems to have a problem with drainage of water. When opening up on a damp morning or evening you usually get a soaking from the edges of the lift. The heating system is made for West Coast US Dudes and not for the UK climate. Cold feet seems to be a constant issue in the winter months and the lack of a rear screen wiper, whilst admirably cutting down on drag coefficients, is a nuisance on cold damp mornings. The lack of interior space for essentials is something you learn to live with. The home charger that I have in my garage has been replaced twice, albeit under warranty and needs replacement again. This is a Manufactured in China product but we understand that there are cheaper non Tesla branded versions around which last longer.



I don't suppose we are the only owners to complain the UK's electric charging infrastructure is poor, complicated and often hard to find. The Tesla network is different to the industry standard and you cannot charge a non Tesla brand on its Superchargers and vice versa. They are only available to the brands owners. We have not experienced issues in charging except that as sales of these vehicles have taken off it can lead to waiting time at the charger being delayed with more using the system. If you overrun your stay at a charger there is an additional levy of £0.70 per minute. A good deterrent to move on and not to park longer than you need. Tesla are adding to the number of chargers and stations they are operating. Apparently planning permission and risk assessments create long lead times to commission but am encouraged now that Tesla have come to Chelmsford and eight chargers are currently being installed.

Would we buy another?? Undoubtedly yes - but we would not get our 'Free Supercharging for life' deal sweetener. The warranty on the battery and transmission lasts for eight years so we are inclined to hang onto it for a little

longer than usual. Am sure the newer models give better performance and a greater range but with recent announcements on Petrol and Diesel Cars having to cease production from 2030, it seems residual values on EVs are on the up. The future whether we like it or not is electric. We must give Tesla some credit for doing it right. If we don't, we'll be left with nothing but boring appliance type vehicles that shuttle us around while we think about what it was like when we were young - when music was good, prices were cheaper and cars were fun. Next to the Model S parked in the garage, park up your favourite Jag, with a throbbing V8, you have the very best of both worlds. That's as good as it gets.



Ian & Liz Croxson

Editors' Note; If you have any experiences/comments regarding EV's, please email Graham Cook, Richard Gibby and Neil Shanley

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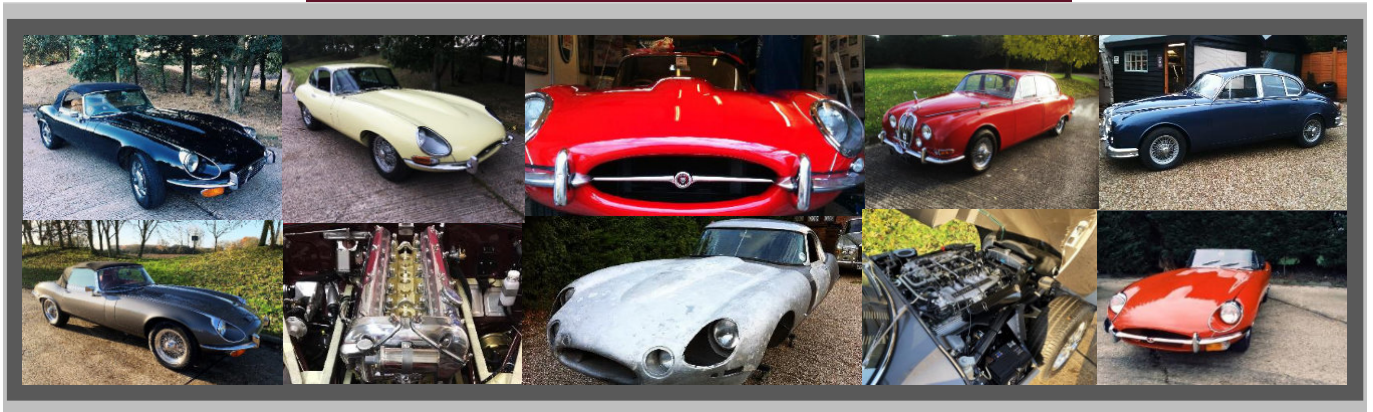
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# BEFORE THEY WERE FAMOUS

Who did these youngsters grow up to be?

1



2



3



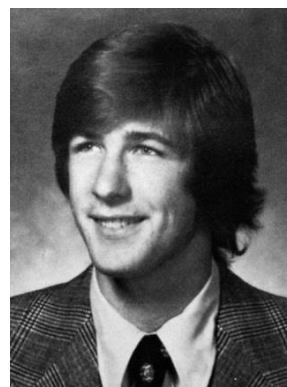
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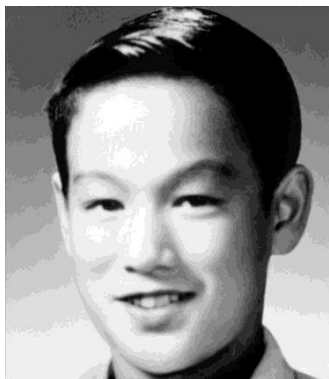
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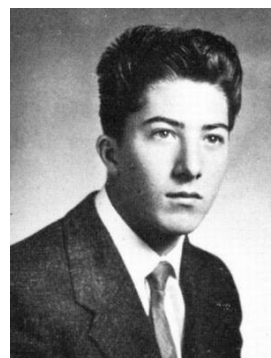
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# Should I Buy an Insurance Write-off?

A car can be written off, even with minimal damage, if the cost to repair it exceeds 50% of its value at the time of the accident.

There are four categories that the vehicle can be placed in according to the ABI (Association of British Insurers). These are category **A & B** and prior to 1<sup>st</sup> October 2017, **C & D**.



Let's look at the categories individually.

## CATEGORY A

If a vehicle has been classed as a Category **A** write off, then forget it. This vehicle must be destroyed and none of the parts used from the car. End of story for this vehicle. These obviously are the most serious accident cases.

## CATEGORY B

However, the Category **B** write-off is significant – the letter stands for 'break', which means that a car written-off under this category may be broken down for parts to be used on other cars.

Prior to 1<sup>st</sup> October 2017, there were two other categories, which were Category **C & D**.

## CATEGORY C & D

These categories, both of which relate to cars that can be returned to the road if properly repaired. For these, the ABI deemed that "repairable total-loss vehicles where repair costs including VAT do not exceed the vehicle's pre-accident value".

## CATEGORY S

Post 1<sup>st</sup> October 2017, the categories changed to Category **S & N**. How do these differ from the Pre October 2017 categories?

This is assigned to cars that have suffered structural damage significant enough that repair shouldn't be attempted on a DIY basis. The change of category name came about because the determination of

category is now based on whether a repair is feasible, rather than whether it's economically viable. However, the latter will still be the focus of most insurers – they'd rather pay out on a claim than spend more money on a repair.

One example of a category **S** can be found on "Autotrader".



## Jaguar XE 2017 (17 reg) 2.0d R-Sport Auto (s/s) 4dr

*Excellent condition inside and out. Low mileage. Full service history. Only 2 owners since new. **Category S** (front bumper, left wing & passenger door - professional replacement, all original parts). Perfect repair. P/X welcome. Smoke free, Pet free. Full service history, Recent MOT Blue, 2 owners, £13,000*

**Similar XE's of this year with this low mileage sell for around £16-17k, so a saving of £3/4k can be made.**

## CATEGORY N

This refers to cars that haven't suffered structural damage, but some safety-critical components such as steering, brake or suspension components may require replacement.

One example of this can be found again on "Autotrader".



## Jaguar XKR 2012 (62 reg) 5.0 Supercharged 2dr

Supplied with fresh MOT, **Cat N**, 2 keys, Blue, 1 owner, LOCATED IN WINSFORD, CHESHIRE, £20,995

**Similar XKR's of this year with this low mileage sell for around £28k, so a saving of £7k can be made.**

A Cat **S** or Cat **N** marker can sometimes be given to cars with relatively minor damage. An older, low-value car might be written off after a light scrape in a car park, simply because the cost of processing the insurance claim exceeds the car's value. Again, if properly repaired, a Cat **N** car can be legally returned to the road.

The amended system is intended to help inform used-car buyers if a car has previously suffered structural damage. This is becoming increasingly important as the complexity of modern cars means they may be written off because of electronic rather than structural damage.

Whether it makes sense to buy a Cat **N** or Cat **S** vehicle comes down to cold economics. The insurer has made a decision that repair isn't economically viable based on profitability. After writing it off, the insurer will sell the car as salvage, usually at auction.

Cat **S** and Cat **N** cars are generally worth far less than equivalent cars that haven't been involved in a collision, so they can look like good value. Just make sure that any accident damage has been fully repaired to the required standards. Once a car is written-off as a Cat **S** or Cat **N**, this marker is permanent, and cannot be changed. It will also reduce the future resale value of a car, meaning you'll get less when you come to resell it.

Don't expect insuring your Cat **N** or **S** purchase will be straightforward. Some insurers won't consider covering such a car and those that do may charge a higher premium. An engineer's inspection report will certainly smooth the way.

Hopefully this will give you an insight to insurance write-off vehicles and perhaps, which ones to avoid. If considering a write off, always consider having an engineer's inspection first, which will assist with getting the car insured. There are some big savings to be made and some not so. Always undertake a full price search to see what non-insurance write offs fetch to see if they are worth the effort. But bear in mind, you will receive a reduced price when you come to sell it. If it is to be a long term purchase where resale values are not as important, then it may be worth considering.

**Doug Warren**

**Editor's note; no one was hurt as a result of the crash shown in the opening photograph.**

## Factory Fire

If you think the wrecked Jag on the previous page was bad, take a look at how Jaguar did it on an industrial scale. (photographs taken after the Browns Lane factory fire which took place on 12<sup>th</sup> February, 1957.)

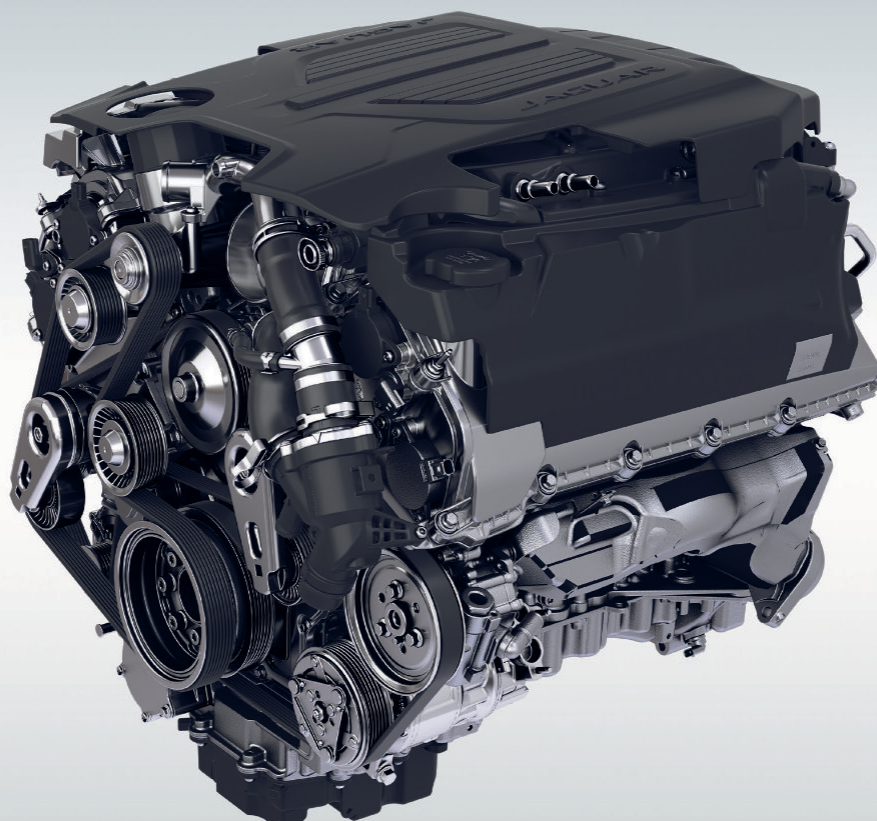


The good news is that in 2016, Jaguar recreated the XKSS's that were lost in the fire using the unused chassis numbers.





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We would also like to receive any articles from the ladies in the club, so please girls write in.

Please email the editors; Graham Cook ([cook\\_gm@hotmail.co.uk](mailto:cook_gm@hotmail.co.uk)), Richard Gibby ([rwgibby@gmail.com](mailto:rwgibby@gmail.com)), Neil Shanley ([neilshanley@btinternet.com](mailto:neilshanley@btinternet.com)).

**Thanks for this month's articles go to; Colin Cooper. Vaughn & Julie High, Ian & Liz Croxson and Doug & Jackie Warren.**