

Essex Thameside News

Nº 167, March 2021



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Graham Cook
Chairman and co-editor

cook_gm@hotmail.co.uk

Chairman's message

Well, isn't it nice to have some splendid sunshine after the cold spell we endured in the last month? Spring feels like it is just around the corner.

It really looks if we are turning the corner with the fight against Covid. More than 19 million first doses of the vaccine have been administered in England to date. Hopefully by 17 May, we will be allowed to mix outdoors in groups of more than six people; all legal limits on social contact will go in summer and we will be back to as near as normal a life as we have seen for a while.

After the government's announcement and roadmap on 22 February, planning to lift restrictions in stages, the JEC Summer Festival at Bicester Heritage has now been moved from 14-16 May to Sunday 4 July and will only be held for one day. You can see full details on the JEC website and tickets go on sale in April. The event will celebrate the 60th anniversary of the E-type, plus anniversaries of the Mark 10, X-type, XK8 and X150. This is certainly an event that I shall attend; it will be splendid to see so many Jaguars and their owners enjoying a great get-together again.

The Orsett Classic & Vintage Show will take place on Sunday 11 July at Orsett Showground and the Jaguar Drivers Club Area 33 is arranging another Car Meet at North Weald Airfield from 9am - 2pm on Sunday 23 May. We attended the event at North Weald Airfield last August, which seems so long ago now. The

event will be by invitation only, not open to the general public, so should be able to take place within the restrictions prevailing at that time.

So, as you can see, shows are being planned and the future is looking brighter for Jaguar lovers; hopefully, we will be able to re-introduce our Events and Shows section before too long in a future newsletter.

Lastly, please do join our Club Pub Quiz on Tuesday 4th March. See our newsletter and my email for full details.

Graham

Caption Competition

Congratulations to Vaughn High, winner of last month's competition for: "Right then John and Mario; remember, not one person gets past us to look at these cars."



Please send your captions for this month's picture to cook_gm@hotmail.co.uk



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Club Night Quiz

As the Covid-19 lockdown continues and it seems doubtful whether we will be able to resume our usual club night meetings or shows and events until at least the early summer, the committee agreed in January to try arranging some 'virtual' club nights by Zoom.

Richard Gibby offered to compile and host a quiz, as a first effort, for February's club night on Tuesday 2 February.

There were three challenges:

1. Would anybody be interested enough to participate?
2. How would we all get on with the technology?
3. Since everyone would be using their iPad or computer, how could we help avoid the temptation just to Google answers on the internet?

Our Chairman advertised the quiz by email a week in advance, with further reminders when he sent out the newsletter and again on Monday, the day before club night.

On the Tuesday of club night, Richard was ready and waiting as twenty of us—a decent number—successfully connected to his Zoom meeting that evening. It was heartening to see so many friendly faces after almost a year, even if two members had some technology issues and had to drop out early before the quiz itself began.

Richard had arranged things so that we could divide into three teams, each team discussing the questions and potential answers independently of the other two teams, then submitting their answers and rejoining the whole group to see how everyone was getting along.

He'd also arranged questions that were almost impossible to look up on the internet. For instance, one round was deceptively titled 'London Underground', but he told us that we were all free to look up a map of the Tube; the questions were actually about whether we could identify which station was being described by the emojis/pictograms he'd given. This one was Clapham Junction:



Amazingly enough, each team scored 100% in that round; Richard has suggested he will make these questions a little bit more challenging for next month's quiz.

A much tougher round was IQ Puzzles, in which the

				37
				37
				?
				54
41	50	41	37	

questions were fairly typical of those in most IQ Tests, such as what comes next in the sequence, how does this fit the pattern, or what's the missing value? (By the way, the answer to the example above is 41). This round sorted the men from the boys, so to speak, with one team scoring 100% while the other two scored 50% each; well done to the "Hard Nuts" team!

Finally, one round may provide evidence that Richard, who retired from work at the end of November, may now have too much time on his hands, since it was inspired by an early evening TV quiz show, Richard Osman's House Of Games. Answers were obtained by identifying two pictures and then joining them together into a single word or phrase answer. This one was "Camembertie Bassett"



+



Congratulations to the "Hard Nuts" (Ian and Liz Croxson, Geoff and Carolyn Webb, Mike and Gill Hurley) as the winning team. And here's looking forward to the next Club Night Quiz at 8.00pm on Tuesday 2 March - watch out for the Chairman's email which will include the Zoom link.

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Manor Road Scaffold

This story was told to me by my Uncle Geoff Cooper, one of a series from my family's local building and decorating firm W.J.Cooper & Son.

"Just after the war when my Dad, your Granddad, was still running the firm, Harold Morris and I had to go down to Manor Road in Westcliff—we had our own truck you know—to rebuild a chimney stack.

The firm then owned six steel scaffold poles, a little tiny sack full of scaffold fittings and one 13 ft scaffold board.

The house on which we had to repair the stack was one of a pair, with about a ten-foot gap between the two houses.

With the Long Tom triple ladder fully out, we could just reach the roof. We placed sacks of straw on the roof and placed two poles across the gap between the two houses.

Two more poles were clamped at right angles to the first two poles, called ledgers, plus the last two poles as upright standards to give the scaffold some rigidity.

Then we placed the scaffold board on the poles and extended Long Tom to its fullest extent, so that it just reached the scaffold board ready to start work.

Once we were on the scaffold board, both Harold and I looked up at this eight-pot stack and wondered how we were going to do the job from one board.

With safety in mind, I drove two 4-inch nails through the board to stop it sliding backwards and forwards on the poles.

Feeling a lot safer we started dismantling the stack. It became obvious as the board started to bend, that we couldn't put all the bricks on the board, so Harold and I had the idea of taking off a few roof tiles and stacking the bricks and the 4 ft cannon head pots on the now exposed tile battens.

By adopting this safer method of demolition, we managed to remove enough unstable brickwork to contemplate rebuilding the stack although the whole roof seemed to be covered with small piles of twenty or so bricks and the eight salvaged pots.

We were professionals; we had a proper 3 ft by 3 ft mortar board, so we had to make extra room on our scaffold board to accommodate this.

We managed to rebuild the stack, and without needing any extra bricks, using up the flue dividing bricks to make up the shortfall.

We took two days to rebuild that stack and I think we got a fiver for it. All off that one board.

When we had finished, your Grandad said: 'Two days, two days; what am I going to be able to charge for that? Still perhaps you could have done with a boy.'"

Hearing my Uncle's story, I observed that it sounded pretty dangerous and would never pass a risk assessment today. "Risk assessment, what's risk assessment, then, boy?" said Geoff. "When I look back on my life, son...it's a wonder that I'm still here."

Colin Cooper

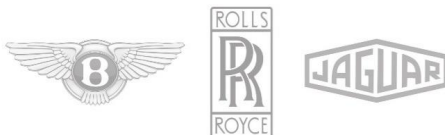




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Jaguar XK8 (X100) 25th Anniversary

This October marks 25 years since the Jaguar XK8 (project code X100) was launched in 1996. It replaced the ageing XJS that had been in production for 21 years, following various revisions throughout its life.



The new model was dramatically revealed from a wooden crate as part of the press conference, reminiscent of the E-type reveal that also took place in Geneva some 35 years earlier. The new XK8 was a typical Jaguar, combining tradition with innovation. Inspiration for its elegant design clearly came from the style of classic Jaguar sports cars of the past, notably the E-type of the 1960s, but interpreted in a modern manner. The car was styled by Fergus Pollock, working under the late Geoff Lawson. The Project Director was the engineer Bob Dover, who went on to become Jaguar's Chairman.



The XK8 was available in two-door coupé or two-door convertible body styles with the new 4.0-litre Jaguar AJ-V8 engine. In 1998, the XK8 was introduced with a supercharged version of the engine. In 2003, the

engines were replaced by the new 4.2-litre AJ33 engines in both the normally aspirated and supercharged variants.

Cost constraints meant that the new car had to use an existing platform, which was a development of the old XJ-S platform, itself a direct descendent of the XJ6 of 1968. The major differences were in the new double wishbone front suspension set-up and grafting on the modified and improved XJ40 version of the famous IRS assembly, first designed for the E-type. However, the power train was all new—an excellent V8 four-cam 32-valve engine also used in the XJ8 (X308). For reasons best known to Jaguar, only the top 290bhp 4.0 unit was offered in the XK8, while rivals such as Mercedes or BMW were marketing a broader choice to entice buyers.



Despite the XK8's adequate pace, it wasn't long before cries for more power were heard, answered in the shape of the XKR in spring 1998. Thanks to its Eaton M112 supercharger, no less than 370bhp was now on tap and its torque was so massive that a sturdy Mercedes automatic gearbox was the only one deemed strong enough to handle the vast reserves of grunt delivered.

Roadholding was courtesy of standardised CATS chassis (Computer Active Technology Suspension) that was optional on the standard coupe but sensibly standard on convertibles. Apart from the brawnier 300bhp 4.2-litre V8, (with six-speed auto boxes in 2002), the XK8 range remained largely untouched during its decade-long production run, save for detail changes to the trim and appointments. Always available as a coupé or convertible, either a Classic or Sport trim could be specified with the former comprising traditional wood and leather, while Sport

added leather seat facings with embossed centre panels and a charcoal-look dash layout. Naturally, they are sumptuously equipped with all the modern toys you'd expect.

As indicated, 2021 is the 25th anniversary of the XK8/R (X100) and various shows are being planned around this model, Covid allowing. The national JEC is planning to celebrate the model along with the E-Type's 60-year anniversary and various Jaguar milestones at its national event at Blenheim Palace in May. Also, the XKEC will be doing the same at Gaydon in Warwickshire on Saturday 4th September 2021. It is possible that other events will be planned but obviously, due to the coronavirus restrictions, nothing is definite yet.



book covers all the points to look out for before purchase. Today, you can pick up a coup   for around £3,000 to £4,000 and a convertible for about £1,000 more.

Is it worth considering? Many motoring magazines have indicated that this car as a 'modern classic' and will certainly increase in value as time goes by. Will it reach the echelons of the E-type? Possibly not. In my opinion, it most certainly will attract the same prices as the XJS is currently obtaining, possibly more. Only time will tell.

How many are on the road today in the UK? Current data (no data updated for last quarter of 2020 before going to press) indicates that in the UK, there were 1,880 XK8/R coup  s and 1,407 convertibles on SORN in the third quarter of 2020, while 4,298 XK8/R coup  s and 3,844 convertibles, including of course my own cherished example, were licensed to be on the road.

Doug Warren



Should I buy one?

As is well documented, for the early XK8s (1996-2001) Jaguar chose to coat the aluminium bores of their new V8 engine in Nikasil as it was a tough, friction-reductive material that had racked up notable success within motorsport. However, not long after those initial sales of the XK8, Jaguar started to receive reports of reluctant starting and reduced drivetrain power while out on the road; Jaguar did replace some of these engines under warranty.

Another big issue was that the timing chain tensioners were made of plastic. Over time, these deteriorate and break, causing terminal damage to the engine. A replacement engine can cost thousands. Better tensioners were fitted to cars built after the start of 2002.

If you should be considering the purchase of an XK8/R, I recommend purchasing Nigel Thorley's *The Essential Buyer's Guide – XK8/XKR 1996-2005*. This

Members' Letters

We encourage members to send us any queries, comments or observations in the form of a short letter to the editor (please send to cook_gm@hotmail.co.uk, rwgibby@gmail.com and/or neilshanley@btinternet.com).
Here is one from Doug Warren:

Dear Sir,

For twenty years I have kept a record of miles travelled and fuel purchased for all (three) of my cars. One 'benefit' of the coronavirus has certainly been fuel savings; from February 2020 to February 2021 we spent £582.38 on fuel compared with £2,232.12 in same period the previous year, a saving of £1,649.74. Can any member beat that, I wonder?

Doug Warren




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Attention all members

Membership Renewals for 2021/2022

You may recall this notice from last month's newsletter, reprinted here in case anyone missed it.

As you are aware, our 2020/2021 club year ends this weekend on 28 February 2021, following which membership renewals for the 2021/22 year would normally be due.

However, at a recent Committee meeting it was agreed that because of the COVID-19 situation and lack of club activities this year, we would give all current members one year's free membership. Consequently, for all existing members, we will NOT be charging the standard £15 membership fee for 2021/2022.

We would therefore ask you to retain your current year's membership card as it will now be valid until 28th February 2022. We are not proposing to give/

send out new membership cards purely and simply to save club costs.

For those members who signed up to pay their subscription by direct debit, you need not take any further action as the 2021/2022 direct debit payment has been cancelled and will not be collected. However, in March, we shall create a new subscription plan for next year (2022/23) and future years.

If you do not wish to continue your membership, please let the Membership Secretary know as soon as possible so that your name and details may be removed from the club's membership database.

Thank you; your co-operation is much appreciated.

Gill Cain
Membership Secretary

Email: jeccain451@outlook.com
Telephone: 01702 21724

Answers to last month's quizzes

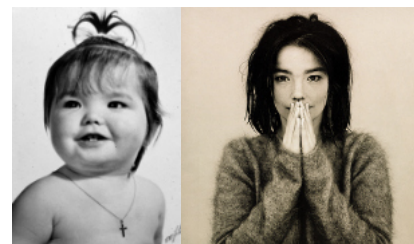
Name that make and model

1. Datsun 1600
2. Vauxhall Firenza HP
3. Vauxhall Ventora FD
4. Chrysler 300D
5. Ford Consul Classic or Capri Classic
6. Reliant Regal
7. Vanden Plas Princess (4-litre R or 3-litre Austin)
8. Mini Moke
9. Daimler SP250 (Dart)
10. Peugeot 202
11. Renault 8
12. Renault 4CV
13. Triumph Dolomite (1934-49)
14. MG RV8
15. Volvo 240
16. Aston Martin Atom

All photos taken by Neil Shanley at the 2012 NEC Classic Motor Show

Before they were famous

1. Björk
2. Danny Dyer
3. Elton John
4. Leonard Nimoy
5. Scarlett Johansson
6. Russell Crowe
7. Robbie Williams
8. Prince
9. Steve Buscemi
10. Christopher Walken
11. Dame Maggie Smith
12. Nicolas Sarkozy



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March Car Quiz - Name The Make And Model



Figure 1

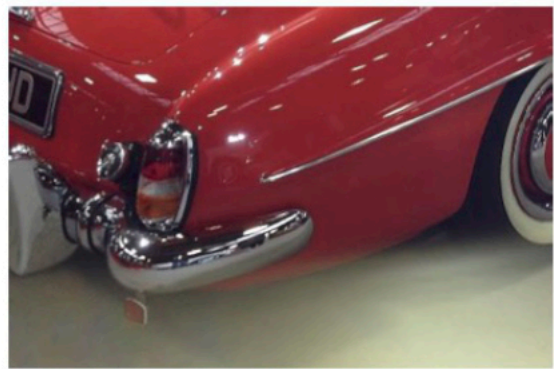


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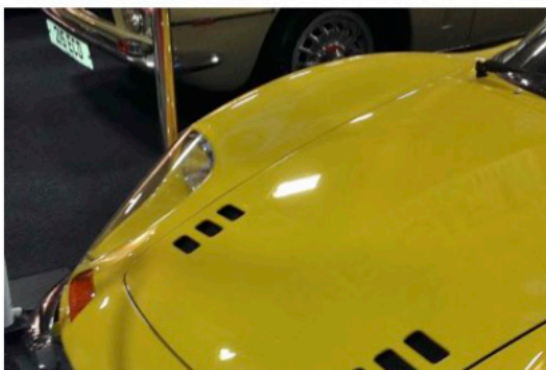


Figure 3



Figure 4



Figure 5



Figure 6

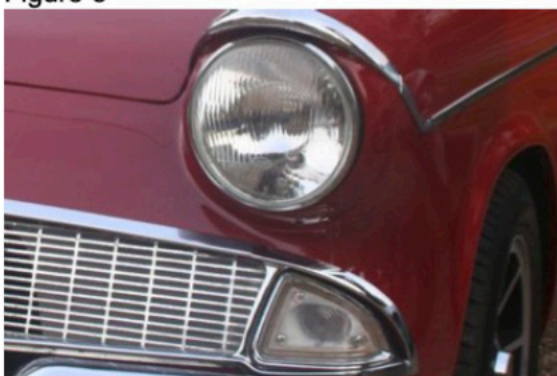


Figure 7



Figure 8



Figure 9



Figure 10



Figure 11



Figure 12



Figure 13

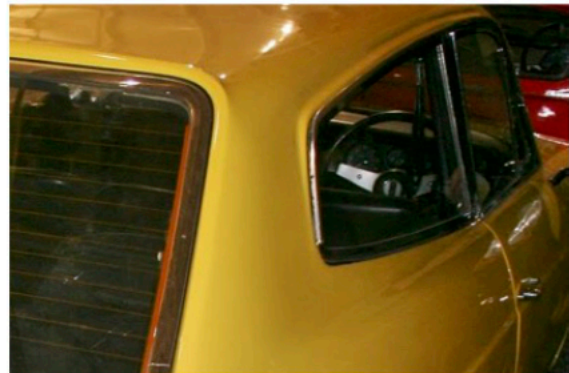


Figure 14



Figure 15



Figure 16

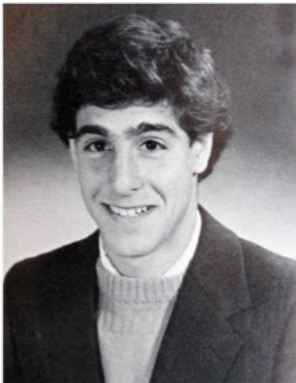
Good Luck. Answers in next month's Newsletter.

BEFORE THEY WERE FAMOUS

Who did these youngsters grow up to be?

(Answers will be revealed after the article)

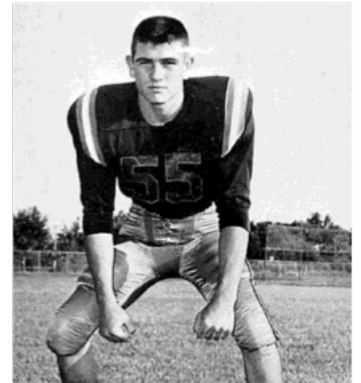
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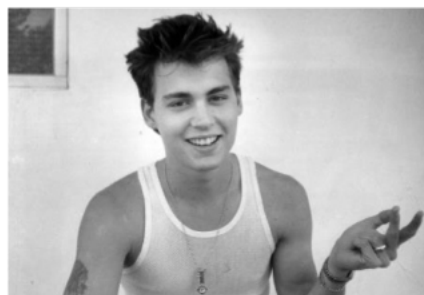
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