

Essex Thameside News

Nº 168, April 2021



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Graham Cook
Chairman and Co-editor

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Chairman's Message

Welcome to the month of April which not only brings with it the latest edition of Essex Thameside News, but also an easing of the lockdown restrictions that have been in force for what seems like forever. Whilst I enjoy a good walk, there are only so many you can do over the same courses before boredom sets in. As you read this, we will now be able to meet with up to six people for al fresco eating, drinking and socialising. What a relief!

At this time the list of possible shows and events is still rather short and we are still seeing many cancelled this year. I am sure we all hope that the car season will be able to go full steam ahead from around July onwards, but time will tell. Whilst the Le Mans Classic has (again) been postponed until July 2022, closer to home the Silverstone Classic is, at time of writing, taking place on 30 July-1 August. Following our successful visit to Lester's cottage and grounds in 2020, he has very kindly offered us the use of his field for an outing this year. We have agreed to hold this gathering on Sunday, 20th September. Whilst it is later in the year, the weather is often good in September. We will have a marquee in the field, so, should the weather be inclement, we can take shelter. If you see, or hear of any car shows or events that are being organised, please do let me know.

In the April/ May edition of Classic Jaguar, our member Don White has a splendid eight page article, on his 1967 240 saloon. The magazine has taken some excellent photographs and has written an interesting article. I look forward hopefully to seeing Don's, and your Jaguars at a show before too long. And Don, if you have some photographs of your 240 together with a few words,



we would love to publish them in Essex Thameside News. Just email them to me or our other two editors, Richard and Neil. We will then put them in a forthcoming edition.

We are always on the look-out for copy for our future editions of Thameside News, so, if you have a favourite photograph of your car and would like us to publish it in a future newsletter, please send it to us. You are welcome to add a few details about the car, such how long you have owned it, and the work that has been done to it and so forth.

There have been several articles in the press recently regarding the forthcoming introduction of E10 unleaded petrol during October. At present petrol has up to five percent ethanol. E10 doubles that figure and is being introduced by our government in order to further reduce CO2 emissions. According to a government website all Jaguars from the model year 1992 are cleared to use E10 petrol. The concern for owners of classic and older cars is that ethanol is hygroscopic, which means it easily absorbs water. This can potentially lead to damage to various car components including rubber, plastic and glass fibre. I know many of our members SORN their Jaguars and Daimlers for the winter months, and will be concerned about the possibility of such damage to their cars. To minimise the risk, I have decided that in future, whenever possible, I will use Esso Super Unleaded petrol (Esso Energy Supreme +99) in my Jaguars. Whilst the fuel is more expensive than E5 or supermarket petrol, it will be better for my cars and could possibly save damage from the proposed ten percent ethanol in E10 petrol. I will most certainly use this petrol in my 1988 XJS. (I should point out here that other oil companies also market similar alternatives.)

We are holding our third Club Night Zoom Quiz on Tuesday 6th April at 8pm. If you haven't joined in the last quiz, please join us for our next one. I will email our membership with the full details and Zoom invitation near the event. Do join in, the technology is not as difficult as you may think. Just download Zoom, it's free!

And finally, I hope you enjoy this issue, edited this month by Neil Shanley. In it you will find a diverse number of articles ranging from Bond Bugs in auctions and hand carts in builders' yards to a member's Lockdown painting and our usual quizzes.

Graham

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Module Mystery

Being in Lockdown or Semi-Lockdown does have one and most probably only one, advantage for us classic car owners – it gifts us time to undertake those little jobs that we managed to put off during pre-virus days. Take, for example, my 1994 XJS 4.0 convertible, the last such job was the cooling system with all the faffing around that ensued. Now it's the turn of the Dim/Dip module.

Spotted whilst working on said cooling, it appeared that a small brass object about 50 mm long and attached to the body work behind the plastic outer grille, with two wires sprouting from it, was only connected to the loom by one, the other wire having broken off at the brass fitting. Hence it was impossible to re-attach. I hadn't a clue what it was or what it did and the car seemed to function well without it being connected. A bit like our appendix really. However, if it was there, it may as well be properly connected. You never know, that latent passenger ejector seat might suddenly spring into life!

A new unit was required and my first port of call was SNG Barrett who helpfully had it shown and listed on their web site, however it was noted as obsolete, but at least this told me that it was a Dim/Dip Module, part number DAC6274. (I find that Barrett's website is one of the best, if not the best of the suppliers' sites.) It was then that I contacted Dave Marks, well known if you are a member of the main club and the font of all knowledge Jaguar-wise. He informed me that it was a simple resistor, the equivalent of which could be obtained from Farnell Electronics. As it turned out, I eventually located a Jaguar-boxed direct replacement from Jaguar Land Rover Classic for the not unreasonable sum of £15. Dave also advised that it may well be a "shunt" which is there to deal with lighting on the XJS. Impressed, but little wiser, I decided to replace the unit first and worry about what it did later.

Replacing anything on an old Jag is easier said than done, and this task proved no exception. The module is located between the oil cooler radiator (which is in front of the main rad) and the outer plastic grille. By lifting the bonnet, you should be able to access the module and remove the two fixing screws holding it to the bodywork. Except you can't.

The bonnet is front-hinged limiting the vertical access and hence the length of the screw driver and the force that can be applied. Plus, you've guessed it, the screws were rusted in. Whoever thought of this location, subject to water ingress and road grime all forced through the grille at speed, needs some serious hospital treatment. The solution had to be one which accessed it from the front of the car. First treat the module fixing screws with several doses of WD40. Then remove the grille which is held in place by a few easily accessible screws (yes, you read that correctly). Select a reasonably short Philips style screwdriver and remove the screws holding the module to the car. If you are lucky, the screws will grudgingly part themselves from the car body however I was only half lucky since one screw head was too rusty to take the screw driver. I therefore cut a slot in the head with a junior hacksaw and used a flat head driver to remove it. Once this is done, it should be a simple matter to un-plug the module from the connector and fit the new one. It isn't. You will need a little pointed tool to push in the sprung plastic clip before it disconnects and a lot of patience.

Did it make a difference? Well, since I was not sure what it did in the first place, I simply didn't know. So, I did a bit of reading on the internet to see what people say it should do and, if they are correct, this may enable me to check in more detail.

Basically, this module is a resistor which, according to some, is fitted to operate the dipped beam lights at 10 – 20% level when the engine is running and the front parking lamps are on to comply with our laws from 1987 relating to running lights intended for use in evening urban traffic. This gives a level of light above that of the side lights alone but less than dipped head lights. Unfortunately, this law was declared invalid in 1988 by the EU in order to standardise the lighting laws throughout the member states.

Nevertheless the modules were still installed after this ruling. Put simply, it makes the dipped head lights come on at a low lux level when the light switch is set to side lights. (Please feel free to correct me if I have this wrong).

It is also said to be acting as a "shunt". This is a device that creates a low resistance path for an electric current to allow it to pass around another point in the circuit. The verb "to shunt" meaning to turn away or follow a different path. A good example being Christmas Tree Lights which are connected in series. So, if one bulb fails, a shunt resistor, connected in parallel across the bulb before it burnt out, will short out to bypass the dead bulb and allow the rest of the light string to illuminate.

A few days after writing the above, I took the opportunity to test the lighting. The car was started in the early evening whilst parked with the front facing the rear wall of the garage. With the ignition off, the side lights illuminated when switched on. Then, with the ignition on and the engine running, the side light were switched on, they illuminated and almost immediately the headlamps came on faintly thus increasing the illumination. When I switched the headlamps on dip, they became fully illuminated. So, it really does work and I never noticed.

Neil Shanley

Changing The Module



Figure 1 Dim/Dip Module DAC6274



Figure 2 Removing the grille



Figure 3 Module located on the right



Figure 4 Ready for removal



Figure 5 Reluctant screw released



Figure 6 Screw with slot cut into the head



Figure 7 Out with the old



Figure 8 In with the new



Ornament Origins

In the first of this occasional series we contemplated that great British icon – The Spirit Of Ecstasy (see January issue number 165). For our next subject, we must travel over the ocean to Michigan to Chrysler's headquarters in Hyland Park and to where a certain young sculptor taught at Michigan University as Professor of Art. His name was Avard T. Fairbanks, an imposing name - the "T" stood for Tennyson – and, in the height of The Great Depression, he needed money to replace his increasingly unreliable car. With the Chrysler plant nearby, he reasoned that he could earn some much needed additional dollars by improving the design of the company's radiator caps which generally consisted of a Viking wing theme.



With the all-new Plymouth PA range boasting "floating power" due to be launched in 1929, he was engaged to design a suitable bonnet mascot. With "floating power" in mind, he sculptured an elegant mermaid emerging from a foaming wave with the help of the wings from an eagle. It was a hit, not least because of her "healthy chest". His reward was a new Chrysler Royal 8.

Sometime later, he was called in at a few minutes notice by engineers from Dodge, another division of Chrysler, who had 10,000 cars ready for their dealers but with no hood ornaments. To make matters worse, Walter P Chrysler was scheduled to visit the factory in a week's time and they had to have something for him to see. Avard spent the next few days at their HQ with a book of animals for inspiration and his modelling clay. Over the time of his stay, he suggested tigers, mountain lions and even a jaguar amongst many others, but it wasn't until he arrived at a mountain sheep - the male ram of the breed was said to be "master of the trail and not afraid of the wildest of animals", that the engineers became enthused. Avard took this idea forward but when Walter P arrived he wasn't very taken with the idea. Ever resourceful, Fairbanks explained to him that anyone seeing such a ram with its large horns charging towards him, would instantly think "DODGE". Walter looked at Avard, scratched his



head and said, "That's it, that's what I want. Go ahead with it!" From that time on, all Dodge cars and trucks displayed the Ram symbol in one form or another, now synonymous with strength and rugged build. In 2010, it became exclusive to the truck division which named its products after the famous motif and became a separate entity within the Chrysler Group.

The Dodge mascot changed its appearance over the years in accordance with styles and fashion but always remained a recognisable feature on the cars.



Above; Ram designs changed with the times becoming more stylized. A Dodge pick up, possibly a KC Half Ton from the early to mid 30's. Note the early original Ram design. I came across this pretty example in Bend, Oregon.

Epilogue; Avard T Fairbanks became a well-known sculptor and teacher, creating many public monuments and statues across the country including those of Washington, Lincoln and even Walter Chrysler himself. But perhaps his most enduring contribution to the car industry came about when the Chrysler engineers saw him using his modelling clay for his proposals. Until then, they had used timber to realize their designs "in the flesh". Avard taught them how to use clay instead of wood and employ sculpturing techniques in lieu of carpentry. A practice still in use today. Oh, and Avard was paid \$1400 for his Ram design.

Neil Shanley

March Quiz Answers

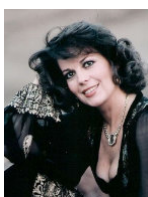
Car Quiz; 1 Daimler Corsica, 2 Mercedes-Benz 190SL, 3 (Ferrari) Dino 246 GT, 4 Buick Super, 5 Ronart W152, 6 BMW 700, 7 Ford Anglia 105E, 8 Datsun 240Z, 9 Caterham 7, 10 Chevrolet Corvette Stingray, 11 Lancia Gamma 2500LE Coupe, 12 Austin A40 (Farina), 13 Alvis TE21, 14 Reliant Scimitar GTE, 15 Triumph TR7, 16 Lamborghini Miura P400 S.



Before They Were Famous; 1 Stanley Tucci, 2 Annie Lennox, 3 Tommy Lee Jones, 4 Mel Brooks, 5 Mia Farrow, 6 Lyndon B Johnson, 7 Robert Downey Jr, 8 Neil Shanley, 9 Natalie Wood, 10 Jim Carrey, 11 Johnny Depp, 12 Ed Harris



Stanley Tucci



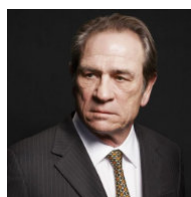
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Jim Carrey



Ed Harris



Tommy Lee Jones



Mia Farrow



Johnny Depp




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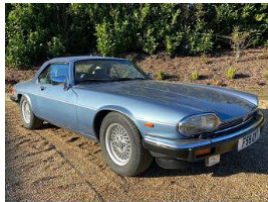
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Auction Action

On Saturday 27 and Sunday 28 February, Anglia Car Auctions held their first auction of the year. This site specialises in selling at the more affordable end of the market. Of the lots for sale, there were 10 Jaguar & Daimler vehicles submitted. On the whole, quite a number of vehicles were sold above their estimate values, which was obviously great news for their sellers. Here below is a list of the Jaguar and Daimler vehicles sold. Bear in mind that the entry fee to these auctions is £125 + vat, buyers' fee is 8% + vat, commission on selling vehicle is 6% + vat with a minimum of £120 + vat.



First up was a **1988 Jaguar XJ-S 5.3L V12** with 92,204 miles

The estimate for this vehicle was £5,000 - £7,000

This vehicle sold for £8,500 plus commission = £9,316



Second was a **1999 Jaguar XK8 Coupe 4.0L** with 79,000 miles

The estimate for this was £2,000 - £3,000. This vehicle sold for £4,000 plus commission = £4,384



Next up was a **1999 Jaguar XJ8 3.2L** with 67,710 miles

The estimate for this was £1,800 - £3,000

This car sold for £3,750 plus commission = £4,110



Next up a lovely black **1970 Jaguar 420G** with a recorded mileage of just 1,164 miles!

The estimated value was between £7,000 & £9,000 The vehicle sold for £10,000 plus commission = £10,960



Then came along a **1999 Jaguar S Type 3.0L** with 116,000 miles.

There was 'No Reserve' on this on so it sold for £700 plus commission = £767.20



Next was a very poor state **1965 Jaguar S 3.8L**. No mileage indicated. The estimate for this was £4,000 - £6,000 which to be honest look far too much, in my opinion.

This sold for just £2,900 plus commission = £3,178



A LHD **1981 Daimler Double Six V12** followed. This had 122K kms recorded and had first been a Swiss car before moving on to Holland then back to the UK. This vehicle had an estimated value of £5,000 - £7,000. It wasn't sold since it only reached £4,750.



The next Lot was a **1995 Jaguar XJS 4.0L** Coupe Celebration model with 77,000 miles recorded. The estimated value of this was £12,000 - £14,000

This sold for £14,000 plus commission = £15,344



The penultimate Jaguar lot was a **2004 XKR Convertible** with 64,000 miles recorded. Estimated value was £16,500 - £18,000

This sold for £18,500 plus commission = £20,276



The final Jaguar to go under the hammer was a **1953 Jaguar XK120 3.4L FHC** believed to have started life as a LHD and sent to America, then brought back to the UK in 1994 where a full restoration took place, including converting it to RHD.

The estimated value was £50,000 - £60,000 This sold for £56,000 plus commission = £61,376.



There were two surprise prices paid at this auction. One was a **1981 Ford Fiesta 1.3 Supersport Mk 1** which was being sold with 'No Reserve' having been extensively restored in 2011. The recorded mileage was 81,315.

This sold for a whopping £24,000 plus commission = £26,304



The other was a **1973 Bond Bug 700 ES**. Stored for forty-two years from 1977 to 2019 when it was subject to total restoration by an avid Bond Bug owner. The bids quickly climbed to £27,000 for this lot, also with a "No Reserve" sticker resulting in an eye watering final price of £29,592 including commission. I need a Vodka Martini, preferably shaken!!!!

The next classic auction is scheduled for Saturday 1st and Sunday 2nd May 2021.

Go to www.angliacarauctions.co.uk for more details.

Doug Warren

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Dad's Old Hand Cart



Dad, Frederick John Cooper, must have been around 20 years old and the year was about 1935. He decided to build a super duper builders hand cart that would last for years. What to build the cart out of, what timber should he use, where will he build it? Oak was the material of choice and he built it in the rear parlour of 105 Milton Street. This was where his Grandfather William Joshua and his Grandmother Mary Ann Cooper lived.

Dad spent many hours building, painting (cream the firms colours) and getting the truck sign written, "W J Cooper and Son". The truck looked a treat!! Dad told me it was only used one or twice because it was so heavy, even un-laden and without having plant and materials loaded.

I think the scouts had it!!

Further Truck Stories

The common mode of transport for most workmen in the 1950s and 60s was the "push bike." Some men had trade bikes with a iron framed box on the front to carry tools and materials. Some had boxes both front and back. My Cousin Duncan can remember riding on the front of his Dad's bike, sitting on the top of his tool bag filled with plumbing tools. One of my Nan's sayings was, "A bad ride is better than a good walk". Sitting on top of a bag of plumbing tools bouncing up and down, my cousin Duncan may want to disagree.

I can remember a young lad, Ronnie Hallums, who was a carpenters' mate to my Uncle Fred and he had a bicycle with drop handlebars and he could carry a bag of tools on top of his handle bars. Some would be able to carry a pair of steps or set of ladders over their shoulders.

One of the stories told involved both trucks and bikes. One evening when the men had finished a day's work in Mount Avenue, Chalkwell, it was decided to link up the hand cart with ropes to bicycles either side so that the cyclists would be able to help pull the cart at a greater speed. All went well with the two bikes pulling, two bikes pushing and the hand cart being guided by a man at the back. The art of driving a truck was to keep it balanced and to avoid any obstacles in the road so that it did not flip over frontwards and

distribute the contents over the roadway. Contents always contained paint. Off they all set down London Road. All went well until coming past Nazareth House towards Victoria Circus and the wheel got stuck in the tram line. Disaster, the wheel came off and the truck's contents seemed to be distributed from Nazareth House to Southchurch Road. Bikes, pots, ladders, steps, whitewash, undercoat, cement, sand, turps all tangled up with ropes and workmen.

And where was the wheel? It had carried on some thirty yards further on down London Road and came to rest against the plate glass shop window of "West's the Furnishers". Without breaking it! It took a little while to clear that mess up.

My Dad said, that of all the roads in Southend, Harcourt Avenue was the worst because of the slight incline and that at some time it had been tarmaced with a soft substance that made the handcart wheels stick.

When I first started work in 1958 I had to use the truck two or three times and I thought it was hard work and so easy to tip up. Glad we had the open backed Fordson and Thames Trader pick-up truck. I learnt to drive in the Thames Trader at the yard. The only trouble I found was that the brakes needed bleeding and you had to pump the pedal to make them work. I didn't find that out until coming into the yard from Howards Chase. I speared the headlamp on the end of the ladder rack. Whoops a daisy!!

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.

Caption Competition



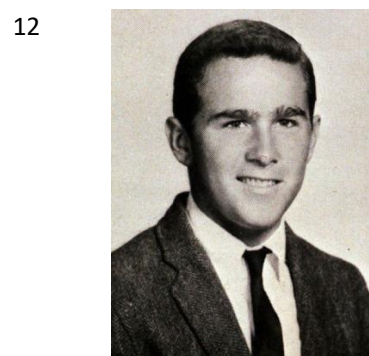
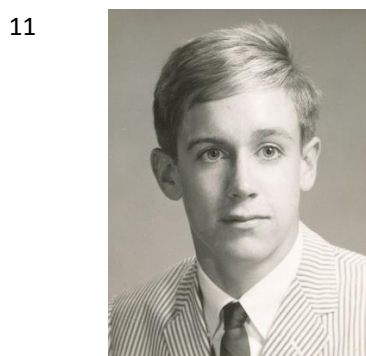
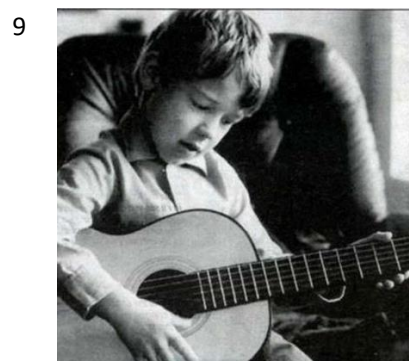
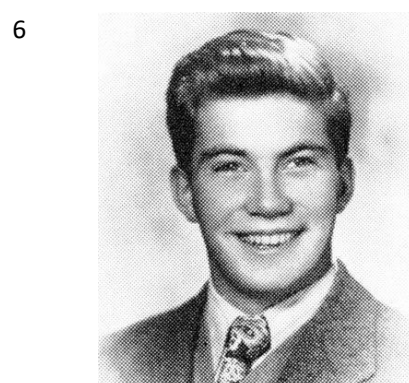
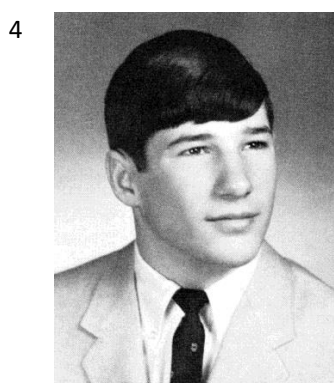
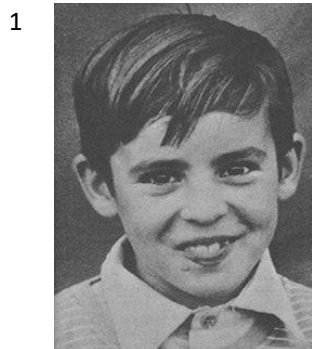
This month's photograph stars Chris White looking at an engine – no change there! The best caption sent in wins.

Last month's winner was Julie High with "Doug, this clear polish is the absolute business"



BEFORE THEY WERE FAMOUS

Who did these youngsters grow up to be?



Anniversary Announcements

You may have read in the JEC that we are celebrating key anniversaries of certain models, namely; the Mark 10, the E-Type, the XK8 and the X-Type. It is 60 years since the E-Type and Mark 10 were launched. The XK8 and X-Type were much later at 25 and 20 years respectively. All are being celebrated with a show at Blenheim Palace during the summer. We thought it would be appropriate therefore to show examples of these models owned by members of our regional branch. The first is Gary Mitchell's splendid 420G, a revised Mark 10, and the largest car in the Club. Next month will be the turn of the E-Type.



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April 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.

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And Finally.....

This could be your page. We are looking for articles and photographs of anything that is interesting or funny that you feel your fellow members may wish to read. It could be on any subject, such as anecdotes and humorous stories, your early car experiences, technical subjects, artwork, what you have done in Lockdown, we'll leave it to you. If you would like to make any suggestions regarding content, then please do.

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), Richard Gibby (rwgibby@gmail.com), Neil Shanley (neilshanley@btinternet.com).

Thanks for this month's articles go to; Doug & Jackie Warren, Colin Cooper with contributions from our Chairman and your editor.

Doug also achieved a near 100% score for the Car Quiz and 75% for the Before They Were Famous quiz – well done.

Above is a painting from one of our members. It is entitled "After Dark" and painted during this latest Lockdown. Can we have more, please?



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