

Essex Thameside News

Nº 179, March 2022



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Graham Cook
Chairman and co-editor

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Chairman's message

Life, subject to any further setbacks, is now really starting to get back to normal, just in time for the classic car season. Admittedly, we have recently suffered some rather bad weather and storms but roll on spring and the warmer days.

Langdon Hills Country & Golf Club are putting on a complementary finger buffet for members at our 1st March club night. This kind offering is to thank us all for our understanding with regard to the problems we encountered at both our January and February club nights. We hope that as many of you as possible will turn out for this evening; following the recent lifting of Covid restrictions it would be good to see you all in increased numbers at our monthly club nights, to hear about the events and shows that we have lined up for our region.

We had been looking at trying to arrange a 3-night England tour for September 2022. However, with so many people booking holidays in England this year, it has proved very difficult to find a suitable hotel package at an affordable cost and with enough rooms, for September 2022 or any earlier dates.

So, we have decided to jump a year forward and have booked a Yorkshire tour with Scenic Car Tours, for four days (three nights) next year, between Monday 4th and Thursday 7th September 2023. We will be staying at the Best Western Forest And Vale Hotel in Pickering, North Yorkshire.

The hotel is a 230 years-old, listed Georgian manor house near the centre of Pickering, just a few minutes walk from the North Yorkshire Moors Railway. The price includes breakfast each day plus a welcome dinner on the Monday night, with free on-site car parking—see the flyer on page 4 of this newsletter for further details. There are plenty of local sites and attractions to visit including Whitby, Castle Howard and some very scenic drives across the moors and along the coast. Mathewsons Auctions, stars of the TV programme 'Bangers & Cash', are in nearby Thornton Dale, only about a 3-minute drive from the hotel. I hope that you will join the trip; you can book with Scenic Car Tours either on-line or by phone. National JEC members can benefit from a £50 discount on the package.

We have now received the first club clothing order of the season from our supplier, which can be paid for and collected at our March club night. Neil Shanley has done an excellent job with some new, 'edgy' designs, and his daughter Sarah has modelled two items for the front cover of this newsletter. Full details of the items available, prices, and how to order are described on pages 13 and 14.

Next month, we are joining the Charity Classic Vehicle Club for Drive-It-Day on Sunday 24th April. Starting from Buckhatch Nursery & Garden Centre, we will take a 40-mile drive through the Essex countryside, finishing at a beautiful lakeside setting in north-west Essex. In a special concession for us, the event is open to Jaguar cars of any age driven by our members. Please join in; see the application form on page 6 (also being distributed separately with this newsletter).

My thanks to this month's editor, Richard Gibby, and here's hoping for a wonderful season in 2022.

Graham

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Shows and events in 2022

JEC Essex Thameside show attendances and events:

Tue 1 March	Club Night, 8pm, Langdon Hills Country & Golf Club, RM14 3TY
Tue 5 April	Club Night, 8pm, Langdon Hills Country & Golf Club, RM14 3TY
Sun 17 April	Transport Festival, Museum of Power, Maldon CM9 6QA. Free entry to show, but pay to enter museum. 20 places have been reserved for JEC Essex Thameside—please contact Lester Magness to book.
Sun 24 April	'Drive-it Day' with the Charity Classic Vehicle Club, starting at Rettenden and driving a country route to Great Dunmow. Please complete and return the application form on page 6 to book your place.
Tue 3 May	AGM and Club Night, 8pm, Langdon Hills Country & Golf Club, RM14 3TY
Sat-Sun 14 & 15 May	National JEC Celebration: centenary of the Swallow Side Car Company, SS Cars & Jaguar at Brooklands, Weybridge, Surrey KT13 0SL. Please put 'JEC Essex Thameside' on the top of your application form, in order that they can try to park us together
Sun 29 May	'Wings & Wheels' at Stow Maries Great War Aerodrome, Maldon, CM3 6RN. To book your place, please contact Graham Cook.
Tue 7 June	Club Night, 8pm, Langdon Hills Country & Golf Club, RM14 3TY
Tue 5 July	Club Night, 8pm, Langdon Hills Country & Golf Club, RM14 3TY
Sun 10 July	Orsett Classic & Vintage Car Show. Orsett Show Grounds, RM16 3JN. To book your place, please contact Graham Cook
Sun 24 July	Hyde Hall Classic Car Show, Buck Hatch Lane, Chelmsford, CM3 8ET. To book your place, please contact Graham Cook
Tue 2 August	Club Night, 8pm, Langdon Hills Country & Golf Club, RM14 3TY
Sat/Sun 13 & 14 August	National JEC's Festival North at Newby Hall
Tue 6 September	Club Night, 8pm, Langdon Hills Country & Golf Club, RM14 3TY
Sat/Sun 10 & 11 Sept	National JEC's The Centenary of Jaguar 'Jags on the Prom', Blackpool
Tue 4 October	Club Night, 8pm, Langdon Hills Country & Golf Club, RM14 3TY
Tue 1 November	Club Night, 8pm, Langdon Hills Country & Golf Club, RM14 3TY
Tue 6 December	Christmas Club Night, 8pm, Langdon Hills Country & Golf Club, RM14 3TY

For information—other non-JEC shows and events open to individuals:

Sun 13 March	Stoneleigh Park Spares Day. £10 free parking www.info@jaguarsparesdays.co.uk
18-20 March	Classic Car & Restoration Show. NEC Birmingham
Sun 12 June	Bromley Pageant, Norman Park. £12 one-make parking (+ passenger), or £7 display vehicles
Sun 19 June	'Motorfest', Margaretting Road, Writtle Chelmsford CM1 3PJ
Sun 26 June	'Simply Jaguar', the National Motor Museum, Beaulieu SO42 7ZN. Early bird tickets £13
Sun 7 August	Helmingham Hall Gardens Festival of Classic & Sports Cars
Sun 21 August	Heddingham Castle Classic & Vintage Car Show, CO9 3DJ (pre-1986 cars only).
26-28 August	The Silverstone Classic, Silverstone Circuit, Northants NN12 8TN
11-13 November	Lancaster Insurance Classic Motor Show, NEC Birmingham

plus: Jaguar breakfast club at the British Motor Museum, Gaydon, Warwickshire, first Saturday of every month



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*Prices are per person and based on 2 persons in a car & sharing a twin/double room
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North Yorkshire Moors consists of over 1400 miles of tranquil and unspoilt natural beauty. Whether its pine forests, purple tinged heather moorland or rolling hills which appeal to you the moors can offer it all. York's centre is dominated by the towering and awe-inspiring York Minster, one of the most beautiful Gothic cathedrals in the world.

Whitby is a traditional English seaside town boasting both a working harbour and the haunting ruins of its famous abbey which looms over both the town and the North Sea. The town has changed little in a century and here you can enjoy sandy beaches, rock pools and its blend of traditional fisherman's cottages and elegant Georgian townhouses.

Look What's Included

- ✓ 3 Nights at the Best Western Forest & Vale Hotel, Pickering
- ✓ 3 Breakfasts & Welcome JEC Essex Thameside Dinner on the first night
- ✓ Detailed Road Book featuring Maps, Great Drives & Local Attractions
- ✓ Commemorative Tour Rally Plate
- ✓ Complimentary Car Parking at the hotel

TO BOOK ☎ 01732 879153 OR SEE THE ON-LINE BOOKING LINK BELOW:
www.my-holiday-booking.co.uk/availability/check/index/i/13/t/YOR-JECE

Early Booking Deposit - Just £50.00 Per Person on all bookings made by 4th September 2022, after this date the deposit will be £100.00 Per Person with balance payable 10 weeks prior to departure.

Book with confidence with Scenic Car Tours Covid Commitment



CCVC/ Mayflower Rotary – National Drive it Day – April 24, 2022

‘Classics by the Lake’

Applications for entry to our 2022 Drive-It-Day event “**Classics by the Lake**” are now invited.

The day will start at Buckhatch Nursery in Rettendon where you can purchase Bacon Rolls and Coffee. This will be followed by a 40 Mile Drive, ending parked by a picturesque private lake in North East Essex. There is also a quiet garden area to stroll around as well as a beautifully restored 13th century tithe barn to enjoy. The Drive should be taken gently as it will include some pretty parts of Essex that may be new to you and pass through some pretty villages, all on A & B Roads.

Those of you who have supported our events over the years will know that all the profits raised go to Charity. Our chosen charities this year are Essex & Herts Air Ambulance, McMillan Cancer Support and Centre Algarve. The entry fee per car this year will include a Rally Plaque for the front of your car, (which also looks good on the garage wall after the Event), Tulip Rally Instructions and a £4 voucher towards the cost of food or drink at the Tea Shop area at the Destination, valid on Drive-It-Day only. There will be a Trophy for the Best Pre-war Car and the Best Post-War Car and a prize for best period-dressed person or couple. Plus of course our usual Raffle to help increase the money passed to the Charities. You will note that we are charging £3 per car more than last year but this will be more than offset by the £4 Voucher.

In addition to the Tea Shop, there will be Barbeque cooking, the far-famed Dunmow Chocolatier “Choccy Heaven” will have a stall along with a few other specially selected stalls. There will also be live music and opportunities to ‘Walk-an-Alpaca’. We are hoping to include some other attractions for your interest – maybe an Owl display.

You will notice on the attached Entry Form that there is an option which many found convenient last year for paying by Bank Transfer to our Rotary Partners. This is our preferred payment method as our bank has now introduced a charge for processing cheques. Please follow the instructions on the attached form. A few people were worried last year that we would be unable to identify them if they used a general payment reference code, this year is DID22. This is not a problem as your name is identified to us electronically on transfer. On receipt of your entry application and stamped self-addressed envelope, joining instructions with start time and postcode etc. will be sent to you. Route map Tulip Rally directions etc. will be issued on the day at Rettenden.

I would strongly suggest that you make your application as soon as possible to avoid disappointment as we will probably have to cap numbers. We are now in touch with over 300 Classic Car Owners who have attended our previous Events and we have 6 car clubs expressing interest. So please book early, it also helps to ensure that we organise adequate catering at the start and the destination.

Our Hosts have kindly agreed that well behaved dogs on leads, held by owners, who pick up after their dogs will be welcome in all areas except where food is being served.

In the unlikely event we are prevented by Government Regulations from running the Event, we will return your full entry fee less any expenses already incurred.

Look forward to seeing you all again on what we hope to be our best Drive It Day yet.



**Rotary Club of Billericay Mayflower
& The Charity Classic Vehicle Club**
present



Charity No. 1186535

“Classics by the Lake”

a charity fund-raising National Drive-it-Day event on Sunday 24th April, 2022

Starting from Buckhatch Nursery & Garden Centre, CM3 8EW. Refreshments will be available to buy before setting out on a 40+ mile journey through the Essex countryside. The destination is a beautiful lakeside setting in north-west Essex.

Rules of the Event: -

1. The event is open to Vintage, Classic vehicles registered before 1980 & Thoroughbred cars registered after 1980. No Modern substitute allowed if entered car fails to proceed or due to inclement weather! Entry is at the discretion of the organisers. **2.** The entrant must be the legal owner of the vehicle or be authorised by the owner to be using the vehicle. **3.** Entries should only be on this form: please use a separate form for each vehicle. Photocopies of this form are acceptable. No change of vehicle can be made without prior notification and acceptance of the organisers. **4.** All vehicles must be licensed and have a valid MOT certificate where required at the time of the event. **5.** The use of the vehicle entered must be covered by appropriate insurance as required by law and entry warrants by signing this form that any person in charge of the vehicle on the event is so covered. **6.** Entry may be refused if satisfactory evidence of valid insurance cannot be produced upon request. **7.** Car Clubs Welcome.

DATA PROTECTION ACT: We will hold this information on our database only in order to advise you of further events held by The Rotary Club of Billericay Mayflower & CCVC. If you do not require this service please tick here.....

Registration Form PLEASE USE BLOCK CAPITALS TO FILL IN THE FORM

Name Phone contact

Address

Post Code

Vehicle Make and Model Year REG No.....

Email

(Please use uppercase so that it can be easily read)

Closing date for entries is Friday 1st April, 2022

I have read and accept the rules of this event.

Signature of entrant

Send this Registration form with an A5 postage paid SAE to:

The Treasurer, CCVC, 8 Headley Road, Billericay, Essex CM11 1BJ

ENTRY FEE PAYMENT OF £25.00 can be made by bank transfer to:-

Rotary Club of Billericay Mayflower Charitable Trust CIO

Bank: HSBC **Sort Code:** 40-10-27 **Account No:** 41488627 **Payment Ref:** DID22

or by cheque payable to “Rotary Club of Billericay Mayflower Charitable Trust CIO” .

Charities benefitting from this years event are:-



Charity No. 261'017



Charity No. 1108989



Charity No. 1136050

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A Licensing Lament

I built my Suffolk Sportscars SS100 replica in 2010 and have loved driving it ever since. It has covered more than 30,000 miles around Spain (six times), Portugal, France, Germany, Switzerland and all parts of Great Britain. However, sadly it's now laid up in my garage for the foreseeable future; the DVLA has withdrawn its registration, instructed me that I must re-register it—a process likely to take several months—and told me I mustn't drive it until then.

I've been encouraged to write the full story and hope you will find it interesting.

Apparently it all started with a Bugatti.

You may have heard of a company in Argentina called Pur Sang (meaning "thoroughbred"). They make astoundingly good replicas of the pre-war Alfa Romeo 8C and Bugatti type 35 race cars. They are new cars, built entirely by Pur Sang, but they are exact copies of the original down to the last nut and bolt, costing over \$250,000 each. Indeed, they are such good copies that it is pretty much impossible, even for experts, to tell them apart from an original.

Reportedly, one of their Bugatti replicas was being offered for sale for import to the UK a few years ago and an interested car enthusiast member of staff at the DVLA read about it. Knowing that a newly-made car, when registered in the UK, would receive a modern numberplate and must comply with certain requirements, he thought no further of it.



However, some time later he noticed that the very same car had now been registered in the UK as an original Bugatti. Confused, he asked his colleague how this had happened and, inadvertently, stirred up a real hornets' nest.

The DVLA not only investigated that particular car but apparently began contacting all other Bugatti owners, demanding evidence to prove that their cars were genuine originals with no significant parts altered or replaced since they left the Bugatti factory. This caused uproar; how can anyone prove that something is genuine? All you can do is ask for an expert opinion. And how can you prove there have been no replacement parts on a car of almost 90 years old with perhaps a dozen different owners?

I was told this firestorm went on for at least two or three years, causing real upset to many innocent Bugatti owners, until the DVLA began accepting as evidence a letter from the Bugatti Owners Club; if the BOC judged a car to be original, the DVLA would not require its owner to re-register it. Of course, this now puts the BOC in a difficult position by forcing them to take responsibility for checking every car.



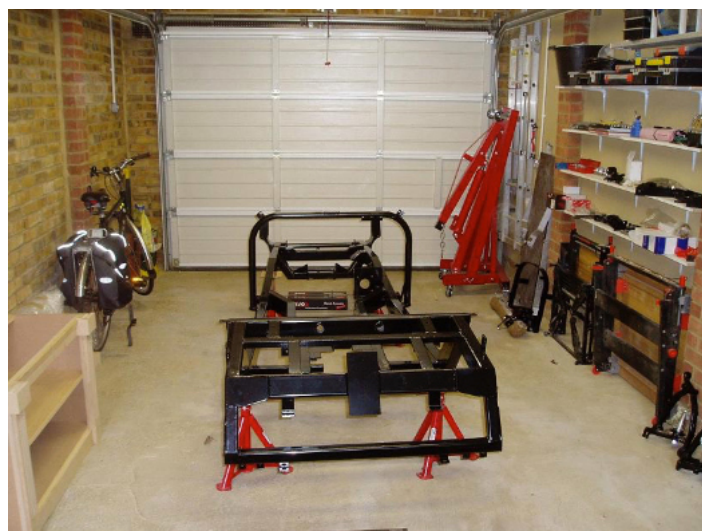
Unfortunately, in the last three or four years, the DVLA's attention has now turned to Suffolk Sportscars.

All Suffolk Sportscar owners were assured by the company's director that their cars were fully road legal, and that no SVA/IVA (Single/Individual Vehicle Assessment) test or re-registration was necessary because the car would still be treated as a Jaguar XJ6 with a body kit, keeping its original registration. He also implied that the Suffolk SS100 was effectively 'type-approved' already because the



earlier cars had successfully passed the SVA/IVA test. All that we would need to do was get the car through its annual MOT.

I remember being slightly surprised because the Suffolk has an entirely new chassis, but I was told that this was allowed because the engine, gearbox, front and rear suspension, brakes and steering all came from a Jaguar XJ6 donor. So I double-checked the relevant page on conversions in the DVLA document at the time. It did appear to support this interpretation, indicating that a 'replacement' chassis was allowable if all the other major mechanical parts were from the donor vehicle. There was no mention on that page of a need to submit it for testing. So, like most other owners who did not know any better, I accepted what I had been told.



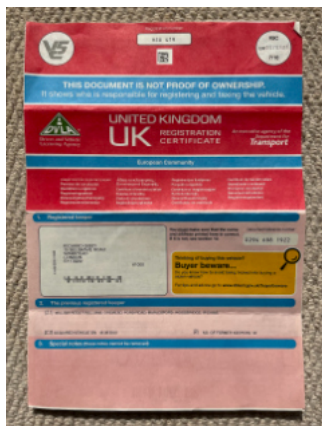
Unfortunately, I now know differently and the director's advice was, shall we say, 'inaccurate'. A knowledgeable owner I befriended on the first of my Spanish trips with the car did warn me that I'd been misled, but unfortunately three years too late.

So how did we find out? I understand that a fellow Suffolk owner was sent a vehicle tax refund cheque by the DVLA on the basis that his unchanged Jaguar XJ6 was now 40 years old and tax-exempt. Being an upright and honest citizen not wishing to defraud the DVLA, he sent the cheque back saying that they were mistaken; his car was a Suffolk replica built in 2010. This led to another major investigation which apparently included the Suffolk Sportscars director and himself being interviewed under caution by the police. Fortunately, the police took no further action but we are all now paying for having been misled.

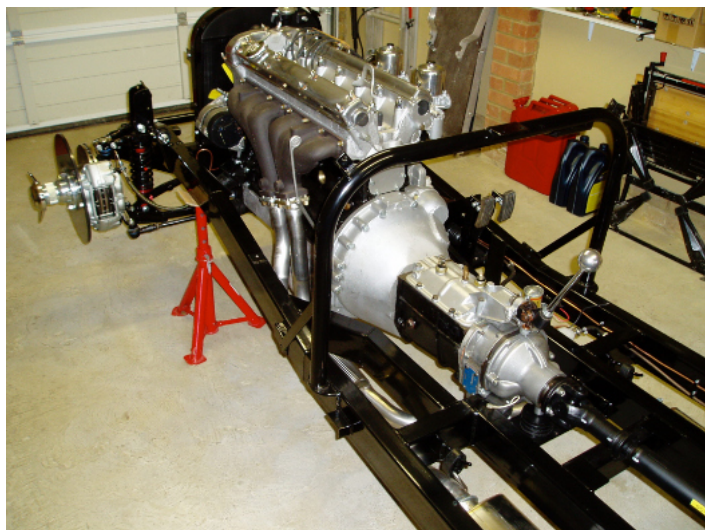
The DVLA interprets 'replacement chassis' as one of exactly the same design and specification as the original, whereas the Suffolk chassis is totally

different; the DVLA also interprets 'donor' literally, as one specific, individual vehicle rather than factory parts from vehicles of the same type; and every converted car must be IVA-tested, as indicated in other parts of their document.

I understand that the DVLA has identified some 200 or so Suffolk cars, including my own, that are still on the road registered as Jaguar XJ6s without having been tested and re-registered. Presumably in the light of the Bugatti uproar, the DVLA seems to have decided not to contact all 200 owners at once thus provoking another major dispute, perhaps even collective action in response. Instead, the DVLA has effectively been picking us off one by one, by withdrawing the car's V5 registration whenever any amendment is requested.



In my case, after recently moving house, I had to inform the DVLA of my change of address. This led to the inevitable letter from them in reply, demanding all sorts of information about my car and, ultimately, leading to their withdrawing its registration. They



have told me that I must now submit it for IVA testing and, unless I can give them sufficient evidence that all its major mechanical parts come from a one specific donor vehicle, it will be given a Q series registration.

It will cost me up to about £10,000 to put it through the IVA successfully, because the car must effectively be dismantled and submitted with numerous different parts. For instance, to pass the IVA, the seats must have headrests; the dashboard must have rocker

switches; it cannot have the same hood or windscreen; the headlights must be of a different design; the radiator cap, hood fixings and other parts must all be removed; and...the list goes on and on.



Presuming it then passes the test and is re-registered, it seems almost certain that my car will also end up on a Q plate. This is because I sourced everything to build my car, including the donor parts, from Suffolk Sportscars but there is very little documentation to evidence how many parts came from RAG320H, the car that Suffolk told me was the original donor and as which it was registered.



A Q plate will have to be in modern colours (black on white in front, black on yellow rear), completely out of character with the original

SS100. It will also publicly identify it as a kit car, often derided as 'dodgy', and will do so forever because you cannot put a private plate on a Q-registered car.



In addition to the bitter taste this leaves, it will have a practical impact by reducing my car's value by perhaps another £10k-£15k on top of the cost of getting it tested and re-registered. And I won't feel able to show it on the JEC stand again, unless with temporary 'show plates' to cover up the actual number plates.

Fortunately (or, rather, unfortunately!) I'm not alone. All the talk amongst Suffolk owners is about IVA tests, re-registration and Q plates, and about the DVLA's inconsistencies in dealing with some owners against others; the DVLA seems to have let some owners off completely, while many others have had to get their cars tested but have been allowed to keep their donor registrations.

Unfortunately for me, it seems that the DVLA has now clamped down and, alongside three or four other owners that I know, I am receiving the full treatment.

In the end, sadly, there is probably not much that I can do except take it on the chin and get the car re-registered under a Q plate. I accept that it should have been SVA/IVA-tested originally and that the advice I was given by the director of Suffolk Sportscars was, to say the least, incorrect.

If only I had known, it would have cost me far less to have submitted the car for testing and re-registration in 2010, before completing the build. Also, in 2010, I would almost certainly have been able to keep my registration and avoid the dreaded Q plate, which is for cars “of indeterminate origin” i.e. made up from a mix of new and donor parts from different vehicles. In 2010, I could have got Suffolk Sportscars to give me plenty of documentary evidence to satisfy the DVLA

that everything came from one donor, RAG320H. However, Suffolk Sportscars no longer exists and, while I do still have all the invoices and parts lists I received at the time, they don't give enough detail by themselves to satisfy the DVLA that my donor parts all came from one vehicle. I can only really appeal to the DVLA's better nature and ask them to allow that the little documentation I have is sufficient. I'm not hopeful...

So, it seems likely that I will end up spending £10k and losing another £10k-£15k in value just to drive my car again and take it on holidays.

Oh well; to quote Jeremy Irons' character in the film *Margin Call*, “that's spilt milk under the bridge”. At least I have had 12 years and 30,000 miles enjoyment of it up till now.

Richard Gibby



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THE ART OF PERFORMANCE

Exclusions apply.

JEC Essex Thameside Club Clothing

A fantastic range of logo-embroidered clothing is available to buy, including:

Polo Shirts @ £16.00

Gilets @ £22.80

Fleeces @ £21.60

Sweatshirts @ £17.20

Reversibles @ £39.00

Varsity Jackets @ £27.50

T-Shirts @ £8.00

Padded Jackets @ @39.55

(All plus a small charge for postage & packaging)

Caps @ £6.50

Rugby Shirts @ £29.88



	<i>Mens sizes in inches (Ladies please ask):</i>					
	S	M	L	XL	XXL	XXXL
Polo shirts	36/38	38/40	40/42	42/44	44/46	46/48
Sweatshirts	36	38/40	42/44	46	48	50/52
T-shirts	34/36	38/40	42/44	46/48	50/52	54/56
Gilets	38	40	42	44	47	50
Reversibles	38	41	44	47	50	53
Padded jacket	38	41	44	47	50	n/a
Rugby shirts	36/38	38/40	42	44/46	46/48	48/50
Fleeces	38	40	42	44	47	50
Varsity jacket	38	40	42/44	46	48/50	n/a



	Colours available (For other possibilities, see www.btcactivewear.co.uk)												
	Black	D Grey	L Grey	White	Navy	Blue	Sky	Green	Red	Brg'dy	Pink	Sand	Gold
Polo shirts	Y	Y		Y	Y	Y	Y	Y	Y	Y			
Sweatshirts	Y	Y	Y	Y	Y	Y		Y	Y	Y			
T-shirts	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		Y	Y
Gilets	Y	+black	Y		Y				Y				
Reversibles	+grey	+black			+navy	+navy		+green	+navy				
Padded jackets	Y		Y		Y				Y				
Rugby shirts	Y	Y		Y	Y	Y		Y	Y	Y			
Fleeces	Y		Y		Y	Y			Y		Y		
Varsity jackets	+white	+black	+black		+white					+grey			

To order, please contact Neil Shanley (neilshanley@btinternet.com) for the item(s) you require, quoting your preferred size, colour and logo



1) '100' (centenary)



2) Red Head



3) New Growl



4) Growler



5) Leaper



6) Wings



7) Style Head



8) Daimler

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JAGUAR I-PACE SE EV400 (22MY)

Term	49 Months
48 Monthly Payments	£579.00
Customer Deposit	£9,767.00
Brand Deposit Contribution	£4,000.00
Total Deposit	£13,767.00
On the Road Price	£69,845.00
Amount of Credit	£56,078.00
Optional Final Payment	£27,116.00
Total Payable	£68,685.00
Total Payable by Customer	£64,685.00
OTP Fee	£10.00
Interest Rate (Fixed)	0.00%
APR Representative	0.00%
Annual Mileage	8,000 Miles
Excess Mileage	16.8 ppm (Incl. VAT)

*Representative Example relates to an I-PACE SE EV400. 0% APR Representative available on new Jaguar I-PACE models at participating Retailers only. With Jaguar Personal Contract Purchase (PCP) you have the option after you have paid all of the regular monthly repayments to: (1) Return the vehicle and not pay the Optional Final Repayment. In this example if the vehicle has exceeded the permitted maximum mileage of 40,833 miles, a charge of 16.8p (including VAT at 20%) will apply per excess mile. If the vehicle is in good condition (fair wear and tear accepted) and has not exceeded 40,833 miles you will have nothing further to pay. (2) Pay the Optional Final Repayment to own the vehicle or (3) Part exchange the vehicle subject to settlement of your existing finance agreement; new finance agreements are subject to status. Representative Example is based on an annual mileage of 10,000 miles. Credit is subject to status and is only available to UK residents aged 18 and over. This credit offer is only available through Black Horse Limited trading as Jaguar Financial Services, St William House, Tresillian Terrace, Cardiff CF10 5BH. Model shown may include optional features and may not be representative of the offer displayed.

**WLTP (Worldwide harmonised Light vehicle Test Procedure) is the new process that has been phased in from 2017, which measures fuel, energy consumption, range and emissions in passenger vehicles in Europe. This is designed to provide figures closer to real-world driving behaviour. It tests vehicles with optional equipment and with a more demanding test procedure and driving profile.



How I Found My First Citroën 2CV

I am in the marine business and back in the summer of 2015, my company was the UK importer and distributor of a French Fisher/Cruiser-type boat called Ocqueteau, built on the Isle de Oleron near La Rochelle. Usually, the boats were shipped to the UK via lorry, two at a time, but occasionally one was needed before the factory had completed another to make up the load. When this happened, I would drive down to the factory with a four-wheel drive plus trailer and tow the boat back to England. Usually, I would drive down the day before, staying at a nearby small hotel for the night prior to collecting and loading the boat the following morning and heading home.

It was on one of these occasions as I pulled out of the hotel and drove towards the factory, that I noticed a



beige-coloured 2CV parked on the side of the road outside what I think was a small electrical wholesaler, with what I assumed was a "For Sale" sign in the window. ("À Vendre" in French). I drove past it but within a few metres, I found myself turning round and going back for another look. On closer inspection, I found it to be a 1963 car in fairly good condition, obviously recently resprayed with a new interior. I went into the shop for more information. Clear communication is vital for business yet, despite my regular trips to France, my French is appalling, mainly because everyone I deal with at the factory speaks good English. So, I simply pointed to the car and with that the man behind the counter called someone from the back, who turned out to be the owner.



His name was Laurençon Olivier. Obviously, his parents were great fans of a certain famous stage and film actor/director but, sadly, his English was

worse than my French. With this further obstacle to overcome I 'phoned Charlotte, the factory owner's wife, to act as interpreter for us. The vendor wanted 5,500 euros for the car and stated that, if I did not want to pay the asking price, he would remove the brand new roof and put the old one back on. He showed me a file full of pictures of the car's start-to-finish restoration including its respray, done in his back garden! The file also included all the invoices which I totalled up to about 4,000 euros.



I asked to hear it run but unfortunately, the 6 volt battery had not got enough power in it to start the engine, so he got the jack handle/wheel brace out, which also doubled as a starting handle, and started the engine. He then he took me for a drive. Whilst I did not drive it, the car seemed to drive well and Laurençon's driving technique with the Citroën was quite smooth and impressive, an ability which I assume that only the French are born with. I asked Laurençon his reason for selling it. He managed to explain that he had another child on the way so the car had to go. I don't know how many children he had

but when I got the car back to England, there must have been around 20 x 5 kilo empty tins of baby milk formula filled with virtually every part he had replaced, all stored in the boot.

I agreed to pay the asking price which, at the time, worked out to be about £4500. I got Charlotte back on the phone informing her that the deal was that I would transfer the money when the car was delivered to the factory. Upon returning to the factory, Charlotte said to me, "I did not realise you wanted a 2CV". I replied "I didn't know either!" Charlotte went on to explain that Christian, her husband and factory owner, had one that he wanted to sell, same year but in need of restoration. In brief, I ended up buying that one as well, but that is another story.

Back to the first 2CV and, when I returned home, I received a call from Charlotte to say the car had been delivered to the factory. With that confirmation, I transferred the money and I received a very nice email from Laurençon to say he had received the money and wished me great happiness with the car. I subsequently returned a few weeks later with my car trailer and towed it back to the UK.

It took a few months to get the VAT (VOSA) paperwork through and get it UK-registered.

In the meantime, the main fault it had was that it was not charging the battery, hence it always being flat. Having the six-volt charging system, with a dynamo on the front of the crankshaft, converted to twelve volt would be difficult, so I decided to try to repair the six volt system. I diagnosed the problem to be the regulator, but found out this part was not available. In the end, I managed to find a company who built a solid state regulator inside the old regulator box,





hence keeping the look original.

Since I have owned the car, I have replaced all the suspension dampers, drive shafts, wheel bearing and service items. But the car has always been a poor starter from cold, no doubt not helped by its slow cranking speed. So, I bought a new fuel pump with a hand primer to fix the problem—or so I thought. On one occasion I noted that it failed to start even with a fully charged battery, while the main power lead from the battery to the starter motor was excessively hot. From its looks, I surmised that the cable was an original fitment and, through age and wear, had built

up an internal resistance. A new replacement was duly made and fitted resulting in a much improved cranking speed and the cold start issue being banished to history.

The car is now usable and fairly reliable, not that I have been that far in it. However, it has given me the inspiration and understanding to start restoring the second car soon. More on that another time.

Lester Magness

Answers to last month's quiz

- 1) MG Y
- 2) Sunbeam Alpine series II
- 3) Jaguar XJS Lynx Eventer
- 4) Audi 80 Quattro 2.8 V6 convertible (a factory one-off)
- 5) Dodge Charger 318 V8 White Hat Special

- 6) Gaz M20 Pobeda (= "Victory");
- 7) 1930's Mercedes Benz 130H (W23), the first rear-engined Mercedes
- 8) 1959 Chevrolet Apache
- 9) Austin A90 Atlantic
- 10) Riley Royale
- 11) Opel GT

- 12) Ex-GPO Morris Minor van/pick-up
- 13) Innocenti Regent 1300 (Italian version of the Austin Allegro)
- 14) Ford Squire 300E
- 15) Rover 200 BRM
- 16) Ford Granada Ghia Coupé

March Car Quiz - Name The Make And Model



Figure 1



Figure 2



Figure 3

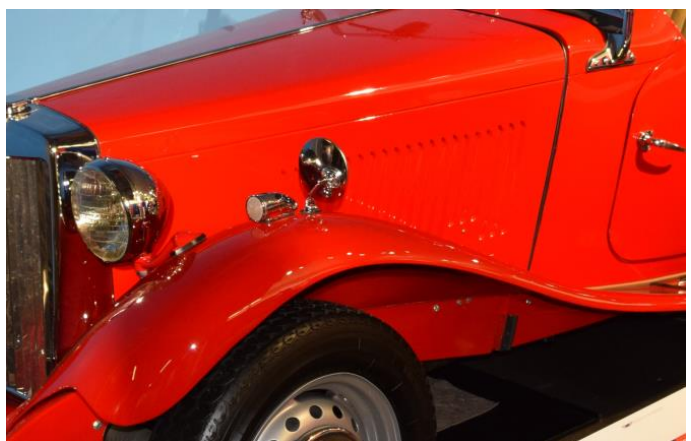


Figure 4



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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