

# Essex Thameside News

Nº 184, August 2022



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Graham Cook  
Chairman and co-editor

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## Chairman's message

Welcome to the August edition of our newsletter.

At our July club night, I had the pleasure of presenting Gill and Bob Cain with a thank-you gift, a voucher for Tiptree and Wilkins Jam Experience Tea Rooms, for all the work they had put into the club as members of the committee. Gill did a splendid job as Membership Secretary for seven years and they both assisted in organising and running various shows and events.

During the evening, we also discussed the idea of arranging a two- or three-day Christmas Market Break in Brussels. Please let me know if you would be interested in the club looking further into this and perhaps organising a trip.

Over the last month, our members have attended the Orsett Classic Car Show, Hyde Hall Classic Car Show, and a Saturday morning visit to Hilton & Moss, in Bishop's Stortford, where we had an enjoyable tour of their showrooms and workshops.

Coming up on Sunday 28 August, we have 17 cars due to attend the Lavenham Motor Show. At the time of writing, we still have three more tickets available at a cost of £10 per car; please contact Ian Croxson if you would like to attend.

I am pleased to note that we have had a good number of members put down deposits for our Christmas Evening on Saturday 3rd December. This



will be at the Channels Hotel, Little Waltham, Chelmsford CM3 3PT. The cost is £55.00 per person, which includes a welcome glass of Prosecco or a soft drink and a three-course meal, plus coffee/tea and mince pies. Dinner will be followed by a disco, where you can re-live your youth and dance like a scene from Saturday Night Fever. Hotel accommodation is available at £120 per room. Please see my email last month for full details and contact Neil Shanley if you would like to attend.

Due to the Covid restrictions we've been unable to hold a Dinner Dance for the last two years, so it would be great to have as many members as possible attend this year's event.

Graham

## Other Committee Members

	<p>Ian Croxson Secretary and Membership Secretary ian@thecroxsons.com</p>		<p>Richard Gibby Treasurer, Webmaster and Editor rwgibby@gmail.com</p>
	<p>Lester Magness Social Secretary and Events Coordinator lestermagness1@gmail.com</p>		<p>Neil Shanley Committee member and co-editor neilshanley@btinternet.com</p>

# Shows and events in 2022

## JEC Essex Thameside show attendances and events:

Tue 2 August	Club Night, 8pm, Langdon Hills Country & Golf Club, RM14 3TY
Sat–Sun 13–14 Aug	National JEC's Festival North at Newby Hall
Sun 28 August	Lavenham Motor Show, Lavenham, Suffolk. To attend, please contact Ian Croxson
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
Sat 3 December	Christmas Dinner & Disco, Channels Hotel, Pratts Farm Lane East, Chelmsford. CM3 3P. £55 per person. To book, please contact Neil Shanley.
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 7 August	Helmingham Hall Gardens Festival of Classic & Sports Cars
Sun 21 August	Hedingham Castle Classic & Vintage Car Show, CO9 3DJ (pre-1986 cars only).
Sat 14 August	Saffron Walden Motor Show, The Common, CB10 1JH. (Free admission)
26-28 August	The Silverstone Classic, Silverstone Circuit, Northants NN12 8TN
11-13 November	Lancaster Insurance Classic Motor Show, NEC Birmingham

plus: Classic & Interesting Car meetings, Little Easton Manor, Park Road, Little Easton, Great Dunmow, Essex CM6 2JN on Sun 7 August; and Jaguar breakfast club, first Saturday of every month at the British Motor Museum, Gaydon, Warwickshire

## Answers to last month's quizzes

**Cars:** 1) Mini Clubman Estate, 2) VW Karmann Ghia, 3) Ford Model A Coupe, 4) Vauxhall Nova, 5) Peel P50, 6) Lotus Elan M100 (S2), 7) Pontiac Trans Am, 8) Morris Commercial J-Type van 9) Tesla Roadster Sport, 10) Ford LTD, 11) Peugeot 202, 12) Vauxhall Cresta, 13) Fiat Strada (Ritmo), 14) Sunbeam Alpine, 15) Buick LeSabre, 16) Essex Terraplane Tourer.

**Chocolate Choices:** 1) Quality Street, 2) Mint Imperials, 3) Black Magic, 4) Mars Bar, 5) Smarties, 6) Dime Bar, 7) Polos, 8) Treats, 9) Galaxy, 10) Milky Way, 11) Milk Tray, 12) All Gold, 13) Jelly Babies, 14) Wispa, 15) Roses

**Cinemojis:** 1) Back to the Future, 2) Rocky, 3) Fried Green Tomatoes at the Whistlestop Café, 4) The Italian Job, 5) Lawrence of Arabia, 6) The Lion King, 7) Harry Potter and the Goblet of Fire, 8) Dr No, 9) Million Dollar Baby, 10) Crouching Tiger Hidden Dragon, 11) Dances With Wolves, 12) Rain Man





## White Wedding in Waltham

When Adam Preece and his fiancée Hayley decided to get married, they wanted to be driven in some prestigious cars to their wedding. More specifically, they were hoping to ride in a Jaguar, if only because Adam's parents had been driven to their wedding in a Jaguar Mark 2, so Jaguars seemed to be the perfect choice. Sadly, as Adam says, "it was even more meaningful on the day as my dad passed away just over a week before our big day, so having these two

cars for the day took on a whole new meaning; in a way it was paying homage to him "

Not owning a Jaguar himself, Adam contacted the Chair of JEC Essex Thameside region to ask whether any owners might be willing to help. Graham put out the call to all members and several responded, with Bob Duff and Lester Magness eventually being chosen because of their availability on the wedding date and because both owned Mark 2s—the ideal car



in Adam's and Hayley's eyes—in appropriate colours and both in excellent condition.





Both Adam and Hayley loved the experience and said that the ride in two gorgeous Mark 2 Jaguars “help[ed] make our special day more memorable... [We were] left speechless on their arrival. They were things of beauty and we felt absolutely spoilt by having the use of them. To me, the cars have aged gracefully and they certainly stopped traffic.”

Adam and Hayley were very grateful to the club, in particular to Graham Cook for putting the word out and, most especially, to Bob and Lester for their support on this special day. As Adam wrote in a message of thanks (from the new Mr & Mrs Preece), “I couldn't have

So, on Saturday 9 April, Bob and Lester drove to Waltham Abbey and met the wedding group at the Marriott hotel. Bob, in the blue car, drove the groom and best man to Waltham Abbey Town Hall, where the wedding was to take place and then returned to transport the bridesmaids. Meanwhile, at the agreed time (or perhaps the traditional few minutes late), Lester drove the bride Hayley to the Town Hall.

asked for any more to help complement the day. The love and care that Bob and Lester have for their cars clearly showed they are a true testament to motoring heritage.”







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## A 'Nice' problem

About 5 years ago, a good friend of mine purchased a Jaguar XK140 DHC from Twyford Moors. Supposedly fully restored with a newly rebuilt engine, it appeared to be in beautiful condition and had been featured in several magazines, so he paid a lot of money for it in the belief that no more work apart from maintenance was required, and that it would be a great car to take on trips to Europe.

On its first trip to the Netherlands in 2018, the rear hub got red hot and the car just made it back to the UK before the bearing seized; he had to have the whole hub exchanged. On its second trip, to Switzerland, the brakes almost failed going through the mountains and we had to keep refilling it—with DOT 5 brake fluid which is not easy to come by. It was also suffering severe cooling problems. All the time it had been burning more oil than it should and, by the end of last year's trip to Andalusia, it was using almost a litre of oil every day. Clearly the rebuilt engine was not right, so we took it to Scholar Engines near Stowmarket.

They took the engine apart and showed us its condition; the water impeller housing was almost completely rusted away and there was a gap of 10-11 thousandths of an inch around the piston rings when the maximum tolerance is supposed to be about 2-3 thousandths. Despite Twyford Moors' assurances, it would seem that the previous engine rebuild had been little more than a clean and a cursory visual inspection. It was no wonder the car had been suffering cooling problems and burning oil.

My friend had to bite the bullet and pay for another total rebuild of the engine. Scholar completed this by the end of April, leaving just enough time to run it in for 500 miles, change all the fluids and re-check the

engine before we set off through France to Tuscany. This time, the car was running beautifully and the engine was performing like a dream, as smooth as silk and with considerably more power than before. So, finally, he thought all was well and looked forward to a wonderful drive through France.

Indeed it was all going very well, through twisting roads over the mountains of the Auvergne, Ardèche and Provence, until we got to the Route Napoléon just outside Nice. All of a sudden, the car's steering became vague and the car started wandering across the road—very frightening on a dual carriageway which twists through the mountains.

Fortunately, he was able to pull into a small lay-by where we discovered that the whole steering rack had come away from the nearside front axle. The bracket that was meant to hold it in place had disappeared, along with the lock-nut bolts that are supposed to keep the bracket in place if the metalastic bond fails. I wonder whether the restorers had even fitted any bolts?

There was no option but to call the insurers and a recovery vehicle. Thankfully, I had the What3Words app on my phone to tell them, within ten feet, exactly where to find us. I took my friend's wife to the hotel while he waited for the recovery truck to take the car to a garage in Nice.

The next day, we continued to Pisa, my friend and his wife sharing a taxi with another couple whose XK120 also broke down just outside Nice that morning. Upon arrival in Pisa, they rented a car for the rest of the holiday. Then followed a lot of frustrating telephone calls to the insurance company.

It seems that most UK insurers rely upon Europe-Assistance ('E-A') for the actual delivery of breakdown recovery and repair services. Unfortunately E-A were hopeless at communicating anything to the insurer or their customer; if they answered any calls at all, they would say or promise one thing one day but then say something different the next.

It seemed unlikely the car could be repaired quickly, as the bracket is a specialist XK140/XK150 part, so my friend booked a (non-refundable) flight home from Pisa for last day of the holiday, fully expecting the car to be trailed back. However, a day or two later, E-A said a replacement bracket was available in Germany and the garage could fit it within the week. So, he paid for the part and fitting, and I agreed to drive him back to Nice at the end of the holiday to pick up the car so that he could drive home instead of flying.



However, a week later there was still no news about the part and whether it had been fitted. The flight from Pisa was due on Monday so, after several frantic calls on the Friday morning but no response from E-A, my friend told the insurer that, unless they rang back by 5.00pm confirming that the car would be ready, he'd have no option but to take the flight and they would have to trailer the car back to the UK. They agreed to this.

Needless to say, he received no further calls back that day or over the weekend, so he flew home from Pisa on the Monday. A day or so later and after several more calls, he ascertained from E-A that the relevant part had not arrived and the car was not yet fixed. But then, a day or so later, the insurer rang him to say that the car was now fixed and ready for him to pick up in Nice. They expected him to fly back out, pick up the car and make new hotel and ferry bookings (it his cost) for the journey home.

With, I imagine, a few expletives my friend reminded them that they had already agreed he could fly home and that they were supposed to be trailering the car back to the UK. After some argument and referrals to 'my manager' the insurance company representative agreed but said that he would have to pay for the trailer to the UK. Finally, after some further 'discussion' she said the manager had agreed that they would pay for it in exchange for him not raising a

complaint. He has had to wait another seven weeks, but the car has at last arrived home.

There are some lessons I have learned from this:

1. You don't always get what you pay for. A car that was supposed to have been fully rebuilt and restored by a reputable firm has been no end of trouble and has cost at least another £25k to fix.
2. If you break down in Europe, be prepared to deal with both the insurer and Europe-Assistance, with the likelihood of long periods on hold, few calls being returned, and of conflicting and confusing messages. Be clear yourself and confirm the main points of any conversation by email if you can.
3. Ask where and in what conditions the car is being kept while awaiting repair and/or transport. Is it under cover and secure?
4. If the car is repairable in situ, the insurer will almost certainly insist on you collecting it rather than them trailering it home. This is probably to be preferred anyway, but it's worth at least ensuring that any parts required are ordered for next day delivery, so that they arrive in good time for the work to be done, and that a deadline for completion is agreed.

**Richard Gibby**

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## Marelli Meltdown

Few modern cars have them, preferring instead a separate coil and ignition for each cylinder, but most of us will be familiar with a car engine's distributor. This distributes the spark from a single coil to each cylinder in turn, in the correct sequence and at just the right moment, to ignite the fuel/air mixture.

In a typical 4-cylinder engine the distributor is quite simple and compact. Even for the 6-cylinder XK engine powering most older Jaguars, the distributor is relatively straightforward and not too bulky. But, for the V12 engine, it can get quite large and complex. To create a more compact distributor for V12 engines, ignition components manufacturer Magneti Marelli S.p.A. came up with a clever idea. Instead of a single rotor arm turning round all 12 connections in turn, they created a form of 'double decker' rotor in which two arms at different levels each rotate around 6 connections (as illustrated above), effectively creating two 6-cylinder distributors in one. It was a good system and from 1989 onwards, Jaguar fitted this type of distributor to its V12 XJ-S cars.



However, as Ray Holder found to his cost, there is a potentially serious drawback to this system, especially for V12 cars fitted with a catalytic converter.

The Marelli ignition system provides a unique and especially threatening possibility: running on six cylinders. With a single 12-cylinder system as on the older Lucas distributors, a problem with the rotor or

distributor cap will tend to affect the whole system and the engine will not run. However, while the various Lucas ignition systems were single 12-cylinder ignition systems, the Marelli is actually two separate 6-cylinder ignition systems. Hence, it is possible—probable, even—that sooner or later one of these ignition systems will fail while the other continues working. Since each half of the ignition system operates one bank of the engine, one entire half of the engine, along with its dedicated catalytic convertors and oxygen sensor, may see no spark all of a sudden, while the other bank continues to run normally.

The V12 is actually driveable on six cylinders; rather than a "misfire", it runs quite smoothly, although there is clearly a significant loss of power. So, some drivers might be tempted to continue driving the car to get home before taking it to a garage or replacing the faulty part.

However, running a non-cat V12 with no spark on one bank fills one side of the exhaust system with fuel and, since the XJ-S exhaust system loops up and over the rear suspension, it could potentially hold a gallon or more of fuel before it starts pouring out the tailpipe. Since there is no spark in that bank at all, the owner might just get away with it, but he'd better hope his ignition system doesn't mysteriously start working again!

If the car is equipped with catalytic convertors and they were hot before the failure occurred, the owner will not be lucky; the cats will burn the fuel as it arrives, not only keeping them at operating temperature but getting considerably hotter in a big hurry. What's worse, if the car continues to be driven, more throttle will be applied to get any speed out of it, so even more fuel and air will be dumped into these cats. The inevitable result will be a cat meltdown and



fire within seconds if the car is not shut off immediately. You don't want to be driving on six cylinders, not even for a minute; it's all too easy for the car to catch fire and several have been destroyed this way.

The issue is known and has been talked about in the XJ-S sections of Jaguar clubs and amongst XJ-S Facebook users. The fault usually develops because of arcing and burns through the centre post of the rotor, making a hole and an earth path from the rotor contact straight to the distributor shaft. Typically, this affects the 'A' side of the engine and causes that bank of cylinders to stop working.

Ray has experienced this at first hand and suffered serious damage to the rear of his car, as can be seen from these photos, but at least he was fortunate that the whole car did not catch fire.

There are some potential, if untested, solutions for trying to prevent such arcing. However, the best course is to check the rotor and distributor cap regularly, replacing them at the first sign of damage and, if the car suddenly starts firing on just six cylinders, stop immediately, switch off and get your fire extinguisher out!

**Richard Gibby**





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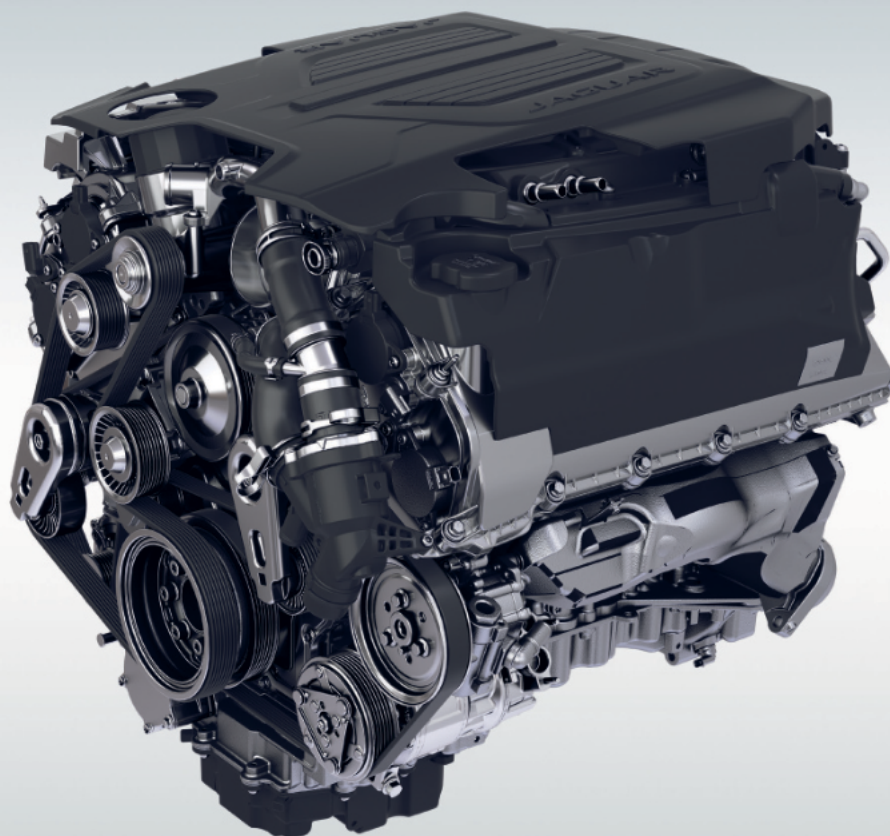


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## August Car Quiz - Name The Make And Model



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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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)

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\*\*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.



## Quiz - Round Britain

Work out these British place names from the clues below:

- 1 Turns the light up on the south coast
- 2 A small amount of dirty water
- 3 Keep wine
- 4 Give out the cards
- 5 Communist girl in Cornwall
- 6 Inter
- 7 Perhaps this joint has gone off
- 8 Ex-England cricketer in South Wales
- 9 Mum is all right
- 10 Wins seat at an election perhaps
- 11 Church up for sale north of the border
- 12 Womble on a Western Isle
- 13 Keep the fire burning on the river
- 14 Big white bird near the ocean
- 15 Went ahead





## Cinemojis Quiz



Identify these films from emojis suggesting the film's title or story elements.

1.  
2.       
3.  
4.   
5.       
6.  
7.     
8.     
9.  
10.     
11.  
12.     





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