



Edna **the E-type** Pt9

Tom Fussey looks back on a very different but ultimately rewarding 12 months with his 2+2

Well, what a year we've had. In my previous instalment, back in March, we were enjoying the various mods and upgrades that Angus Moss and his team had fitted over last winter. Usually our summer adventures then involve lots of antics and more than our fair share of issues. But 2020 never quite turned out that way. I have no significant woes to report, although the gearbox did begin to like depositing oil on my garage floor, but the rate of oil exiting via the rear gearbox seal has subsequently reduced to the merest of trickles now that we've resorted to a much older-style oil formulation (turns out the modern synthetic stuff was too runny for my seals).

But apart from that, the car itself hasn't been the issue. Various levels of lockdown and social distancing did take their toll on our summer fun. As we near year end, though, there's still plenty for us to look back on and smile, where Edna made everything that little bit more special.

Firstly, let's recap on all things car. Edna's now finally riding high on the correct suspension settings – and looking so much better for it. I really think having the adjustable front suspension is a must for a 2+2. Having that long bonnet at the right angle to the road really helps the overall

- Above: afternoon tea, anyone? The Lawrie-Fusseys mark VE Day in socially distanced style outside their house
- Right: among the modifications to Edna in 2020 was a heat shield to protect the alternator





- Left: the team at Moss Jaguar returned the E-type's cam covers to their correct finish
- Below: a Triumph TR sandwich – Tom enjoyed being able to get out and enjoy a socially distanced meet-up organised by Club Rep Ray Perkins

proportions of the car. Angus's team also made various modifications to the engine bay, from returning the cam covers to their original skimmed finish, through to adding much-needed insulation for alternator and brake booster protection. So, basically, it all works. Which is a relief – only six years in the making!

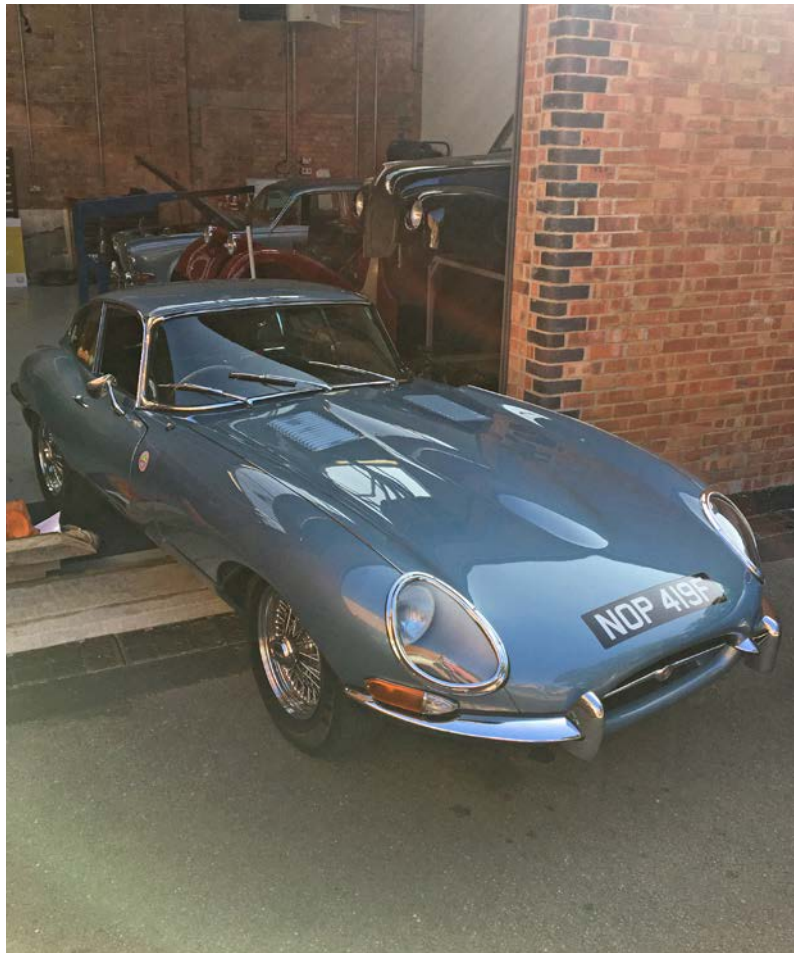
The first real treat for Edna and the Lawrie-Fusseys were the VE Day celebrations. Total journey time 30 seconds – moving Edna from the garage to the pavement. But it was so worth it and a nice time was had by all. It was nice to see the neighbours as well, because everyone parked themselves on their front doorsteps. Literally, in our case.

Thanks to the excellent organisation of Ray Perkins – the Club Area Representative for Cambridgeshire – we even managed to squeeze in a quick social gathering very near us, and it was nice to see Brian Sewell and the gang, and more of our lovely motors. And my first proper look at an XK – another beautiful thing.

Fortunately, while we had a lockdown respite here in the UK, I still managed two work-related car outings in the August/September lull. I'm lucky enough to work in the automotive sector once again (having recently joined the team at *Car & Classic* – the specialist car and bike website



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- Above: Tom (centre) catching up with Harry Metcalfe at a sunny London Concour
- Above right: registration of HERO E-type, as spotted at Bicester (right) is only a few numbers away from that on Edna

probably known to most of you, I suspect!) and as we enhance our offerings and the brand, we're also getting far more involved in events. I made it to the London Concour in August (where of course I managed to seek out Philip) and also the Drive-in Weekend at the wonderful Bicester Heritage site in September. Both reminded me what we've been missing so much this year. Chatting with like minds amid the noise and smell of old cars gave me a much-needed tonic.

London Concour also gave me the opportunity to have a long conversation about all things classics, and even EVs, with Harry Metcalfe (I've long been a fan of his, his creation of *Evo* magazine, and his love affair for all things Jaguar Project 7 and 8). As ever, there was a lovely collection of cars – some stunning Ds and Es, and plenty of other interesting machinery. It was my first time attending, and I was very impressed. It's a compact event and feels rather special, hidden away in central London on the cricket ground of the Royal Artillery Club. Our company offices also happen to have a balcony that looks out over the lawn, so it made for a lovely day, and a rare evening of socialising bliss.





- Above: more highlights from the London Concours, starting with details on an XK...
- Above right: Jaguar Classic bought along one of its continuation D-types
- Right: the show field featured a varied mix of classics, from Mercedes 300 SL to Triumph TR6

At Bicester I managed to bump into Geraint Owen, who was demonstrating his Lister-Jaguar around the test track there. Geraint (at least in our family) is much more famous for also owning Babs, the land speed record car that crashed on Pendine Sands, sadly killing the hugely talented Welsh driver John Parry-Thomas. Geraint's father resurrected it many years ago from the sands, and our kids love the story. I still owe them a trip to the Pendine Museum of Speed – well worth a look apparently, if you're ever in the area.

The cars on show at Bicester are always a wonderful sight. This time around I found Edna's twin (their numberplates are almost identical – they must have been registered very close together). The twin is actually a rather lovely Series I owned by HERO Events (the Historic Endurance Rallying Organisation). A great company, and good to see such cars being used properly.

The HERO team wants us to return next year for a photoshoot of NOP 419F and NOP 144F side-by-side. Socially distanced, of course, if necessary! HERO also owns a rather splendid Series I Land-Rover that I absolutely adore – complete with evocative RAF roundels.





- Top: E-type and Boxster saving the day
- Right: Isla and Monty paying their respects on Remembrance Sunday, having carefully decorated some stones with poppies (above)


Next was a turn-up for the books. My parent-in-laws arrived to provide some grandparental support, and to share some drives. They elected to bring their Caterham, which rather unceremoniously decided to snap its clutch cable on our first family trek. And the car that saved the day? Edna, of course. We turned back, helped Nick push-start the Caterham and returned to our house. The day wasn't spoiled, thankfully – one of the few benefits of having too many cars (!). Nick and Alison were able to hop into our little Boxster to complete the drive. Is it just me, or is Edna looking that little bit extra chipper in the photo?





And finally, to round off a rather bizarre few months, Remembrance Sunday. The kids were longing for a proper drive and had painted some stones with pictures of poppies (Isla even did a Spitfire!) to place around our local war memorial. So off we went in Edna, albeit very indirectly! Edna, of course, took it in her stride, and I think she looked rather stunning parked all on her own in the autumnal sunshine.

I hope you're all safe and well and taking the opportunity to fine-tune your wonderful machines. Maybe 2020 was simply the year we were supposed to get our cars in order. Bring on 2021. It should be quite the year, with pride of place being the E-type 60th anniversary celebrations that Philip, Julie, Louise and the team have got organised for us all. Please do support them and buy those tickets – it's easy to get ticket protection in case the worst happens, but without our collective support it makes the whole event planning so much harder. We'll be there en masse, complete with all the grandparents, hopefully sliding Edna up the hill again.

Hopefully see you there, and in the meantime, I hope you all managed to have a wonderful Christmas and New Year. Maybe settle in and treat yourself to a Porter Press book or two! 

- Left: safely tucked away after a curtailed year
- Below: the family happily soaking up the autumnal sunshine on one last outing for 2020

