



NEWS from the Leicester Region

April 2022

Volume 31 Issue 04

Tuesday April 19th Noggin & Natter, Beedles Lake.



In the workshop this week, work recommence on the racing Mk 11. Issues to be addressed included the oil filter housing, originally Mk 11,s had paper filters and I wanted to convert this to a newer screw on metal cased filter. The engine builder had fitted the block with one that had the filter coming straight out from the block, for test purposes but this fouled the wing. This type would be okay for an E Type as the filter can fit inside the engine side frames but would not fit the Mk11. I do not intend to fit an oil cooler at this stage but May wish to later so had to source a head unit that could be adapted to take pipes. I was advised that the type that I needed was one originally fitted to a Jaguar DS 420 this unit had the oil filter mounted on the top parallel to

the block and was possible to be adapted to take oil cooler pipes.

The other issue to be addressed was the clutch operation. I have got a racing clutch unit fitted which has two smaller friction plates and is very critical as to the stroke can be permitted. I hadn't realised they were quite so many varieties of slave cylinder there are two basic lens one used on the lighter cars and a short one use on the early cars these seem to be interchangeable with the correct pushrod then there are lots of types that don't need to return spring I opted for the short spring tide has fitted per the original mark one.

Luckily the clutch bell housing has inspection holes in it, and I can actually measure the stroke of the clutch and the clearance in the static phase. Then there is the question of the actual stroke of the clutch. The master cylinder bore, the slave cylinder bore, and all the leverage factors are taken into account.



YOUR COMMITTEE

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Considering the clutch is non-standard, the pedal box is special, I have a choice of master cylinder bore et cetera I have a lot of variables to consider. So, I will therefore have to measure the stroke of the clutch once the engine is in and maybe make up a stop for the pedal to stop over stroking and perhaps change the master cylinder and slave cylinder. You can see that fitting in the engine is not simply a matter of putting it in like you would on a standard car. Many hours are spent trying components on, researching alternatives and then ordering different parts.

I have taken a rather laid-back view of racing since my accident last year, so I am rather enjoying just pottering with my cars rather than having to push forward at all speed.

Our next club meeting is to be a noggin and natter (on the 19th of April). We have hoped that Nigel Thorley would be giving us a talk, but he still has problems with his eyesight so he's not able to make it this month. We hope to be outside for at least the first hour, so I need to get the black XJ out of the garage for the first time since this winter and give it a good polish. I've noticed quite a few swirl marks so the polish phase will be longer than usual.

Please see the attached diary for upcoming events. Could you let any committee member know if you're interested in any of these so that we can arrange the spaces et cetera. I'm looking forward to seeing you all on the 19th.

Roger Webster, Chairman, Leicester Region Jaguar enthusiasts' Club.

Zoli's Adventures

Do you remember the JEC meeting of the 18th of June 2019? No? No reason why you should it was a "Nogin and Natter" event, it was also raining, it had rained all day.....nothing new there then!

Sascha and I enjoy the e-type in all weathers, so it was not unusual to attend the club in it. Not much was happening that day so jointly, we decided to leave early and take the car for a spin. (Remember the word spin!) I thought about chucking Sascha the keys and letting him drive but I didn't for some unknown reason. We set off in the direction of home, in the rain. We headed down the A46, left it at the junction with the A50, as we exited the roundabout, I thought to myself "I hate this turn, the road goes left whilst dropping away to the right, it's all wrong." The car gave a twitch to the right as we came off the high grip coated surface onto the tarmac, I caught it without thinking about it but then it stepped out to the left in a big way and we were now going sideways.....SHIT!!

The passenger side front corner hit the Armco and crunched down under it, the bonnet catches let go and the world turned dark blue. As the bonnet opened, the car lost some of its momentum but as the rear end swung around it un-puckered us from the Armco. We were now going backwards! I had no idea which way the wheels were pointing or



where we were going until I felt an almighty crunch at the back of the car.....more Armco! We did the last 180° of the 360° spin and came to rest at the side of the road, parked, like we had run out of fuel!

The peace was shocking after all the noise of the lastwell it could only be a few seconds but it felt like hours.

Sascha shouted "you ok?" "yes" I said "are you?" "yep!" he replied. I turned off the ignition

and the lights and we got out, later he told me as I closed the door I'd uttered the words "that's f****d!" I do remember thinking I've owned this car since 1999 I didn't think it would end like this.

The truck I had overtaken on the roundabout pulled up with a hiss of brakes, the driver looked down at us and put his thumbs up with a questioning expression on his face, we returned the gesture and he smiled with relief. He climbed down to be sure we were ok and see if he could help but there was nothing he or we could do.

I called for a recovery truck and we waited, it had stopped raining, that was nice, we dodged in and out of the traffic collecting bits of e-type, mangled and broken... but it was something to do. We found random bits of plastic from modern cars; some we could identify some we couldn't. What we didn't find was any trace of the e-type rear light, no red lens bits, no orange lens bits and no chrome bits! Not that it mattered the car was scrap in my view, front and back wrecked, tail gate twisted. The recovery truck arrived and I thought the driver was going to cry, all he could say was "an e-type!" "Yes" I said....."load it up!" He looked for a point to attach the winch, "will it start?" he asked, it started first try, so I drove it on to the back of his demountable truck body, we arrived home at the usual time and I thought to myself "in the morning it will not look as bad" I was wrong!

I went to work still in shock at just how simple it can be to change your life for ever, but lucky for us it was only a car, we were not hurt, a bit stiff, but not hurt. I called the insurance company claims department and they started the ball rolling with a few questions who? where? when? etc. Satisfied with the answers they said the repairer would be in touch shortly. All painless and very efficient, he called within the hour.

Now the name of the insurance approved repairer escapes me; first he checked the car details 1962 3.8 e-type Jaguar dark blue, then "was anybody hurt?" "No! Good." Now the damage? "Front?" "Yep!" "Rear?" "Yep!" "what about inside?" "None, no nothing inside" said I, "well" he said, "didn't the air bags go off?" "What?" I said, "Didn't the air bags go off?" he replied. I was stunned "do you know what an e-type jaguar is?" I asked. I now had a vision of a spotty youth, hunched over an envelope making notes with a chewed biro, wearing his baseball cap backwards, covered in filler dust, picking his nose whilst trying to think what an e-type Jaguar looks like.....Rage made me put the phone down.

My secretary who sits at a desk opposite mine Googled the "Approved Repairer" "they are Peugeot dealers" she announced, "one review...all bad" not what I'd expected from my specialist classic car insurance! He called back and wanted to collect the car that afternoon so they could "get on with it" I refused to tell him where it was, and assured him he could forget about it, he was not happy he needed the work.

I called the insurance broker, Peter James Ltd and explained my dismay at what was happening, to a very nice lady who completely understood my concerns and pointed out I could get my car repaired where I liked. From this point onwards everything went well.

The car was collected by e-conic cars at Letchworth for assessment, they only work on e-types, are a small family owned business and they do a great job (they also purchase fasteners from Charnwood Fasteners.) Much to my delight they found a coach builder who was willing, for the price of a new bonnet, to rework the original one to as new a condition as possible. The rear was also reworked to the original condition. I was invited to see the car at any stage of the repair and was very impressed with the work

done. No new metal was used, except for the headlight mounting panel “complicated and mangled beyond economic repair” it’s mounted on my garage wall as a “Trophy!” Cost to the insurance company? Approximately £28k. Which is a drop in the ocean



when you consider how much I have paid out over the last 40 or so years.

The car was returned to me late September 2019 in a better condition than it was before the “spin” Almost too good to use? The missing rear light was found under

the fuel tank inside the car in 1000 pieces. That was over 2 years ago now and I have used it as much as I could during Covid. We have just returned from Essen Classic Car Show.....but that another story..... maybe next month?

Diary Dates JEC & Leicester Region

Tuesday 19th April.

Our regional meeting. Noggin & Natter 7:30 pm.

Saturday 30th April to Sunday 1st May.

Donnington Historic festival. Donnington Park.

Sunday 1st May TBC

Belvoir Castle Engine Yard joint display with other local Regions.

Tuesday 17th May.

Our regional meeting. Other car clubs invited to meeting 7:30 pm.

Saturday 14th May to Sunday 15th May.

Brooklands Swallow Jaguar Century.

Tuesday 21st March.

Our regional meeting. 7:30 pm.

Sunday 26th June.

Harewood Hill Climb.

Sunday 24th July

Beaumanor Hall Nostalgia Show

Sunday 14th August.

JEC summer festival. Newby Hall.

Friday 26th August.

Silverstone Classic.

Saturday 10th to Sunday 11th September.

The 100 at Blackpool Century of Swallow - Jaguar.

Tuesday 4th October.

JEC Track Day Castle Coombe.

Sunday 16th October.

Jaguar Spares Day at Stoneleigh.

Diary Dates None JEC & Leicester Region

Saturday 23rd April.

Spring Scramble Bicester

Monday 2nd May.

Ace cafe Jaguar Meet

Sunday 26th June

Simply Jaguar Beaulieu

All details of these events and more are listed on the website

<http://www.classicshowsuk.co.uk>

NUTES OF THE ANNUAL GENERAL MEETING
covering the period 2019/2022
OF
JAGUAR ENTHUSIASTS' CLUB
LEICESTER REGION

HELD ON
15th March 2022

Present; Roger Webster (Chair), John Brooks (Treasurer) Mike Swinfen (Membership Secretary) Richard Guy, Zoli Kovacs, David Parrot, Mark Russell, Ezio Morelli, Bill Moulding, David Wright, Colin Langham, Stephen Goddard, Les Skinner, Matt Ball and Sue Clegg

Previous AGM was held on 19th March 2019

These had been posted in the Newsletter for all members to view

Accepted as correct. – Proposed by Zoli Kovacs Seconded by Richard Guy

AGREED

Chairman's Report – Roger Webster

Roger welcomed all those members present and said how great it is to see the members returning to meetings it has been a difficult time for everyone and the loss of meetings and events for the past two years. Roger said it was difficult to report on a time when nothing has been happening, so he preferred to look forward. So far it has been a slow increase in numbers but with the better weather and outside meetings he is sure the Club will revive and move forward. He asked members to support both Regional and national events and to let the committee know if they are interested in attending an event – then we can make a stand for the Leicester Region. Lists of events and dates have been in the Newsletter.

Roger said he looks forward to a better year and the return of members.

Membership Report - Mike Swinfen

To adhere to the Leicester Region Constitution and that of the main Jaguar Enthusiasts Club, all members, on renewal of their annual regional subscription at the AGM in 2023, must produce their paid up JEC membership card to the Membership Secretary, so he may update our regional records.

As you will all be aware, the impact of the COVID-19 pandemic on club activities has been significant over the last couple of years, with attendance at regional meetings, significantly reduced. For the purposes of the 2022 AGM, we are not able to confidently record who our current regional members are, as no subs have been collected since 2020. The Committee has decided to “re-set” the membership for the future, but we will not be taking subs for the year 2022-2023, as finances are stable and we have not had any opportunities to make expenditure since the start of formal lockdowns, when club activities were curtailed. We are also mindful that the main club's new constitutional rules for regional membership are that members must primarily be members of the main club and would need to provide evidence of their membership number, before they could register as a member of a region. We are aware that some past regional

members may have let their main club membership lapse during the pandemic, and we would like to give members time to re-join the JEC over the next 12 months, with a view to them formally re-joining the Region at the AGM in 2023. If you have any queries about this, please feel free to speak to me, Mike Swinfen.

ACCEPTED

Finance Reports – John Brooks

2020-21 As stated in the March 2021 newsletter, we did not receive any income in the year 2020-21. We were unable to hold any of our normal monthly meetings during the year therefore, we did not collect any subs or run any raffles which are the main sources of income. We spent £61 pounds on stamps before that year's postage price rise and we made two £50 donations, one to the British heart foundation and one to the air ambulance in memory of the members we lost during the early part of the pandemic. We still had £931.72 of funds at the year-end.

2021-22

During the year 2021-22 we were able to start holding monthly meetings again as the covid restrictions were eased. It was decided we would not collect subs during the year and the meetings were 'noggin and natters' as it was not possible to arrange specific events until Christmas. We also did not hold any raffles at the meetings. We arranged our Christmas dinner at the Manor in Quorn, and this was well supported.

We started the year with £931.72 of funds. Our income was solely the Christmas dinner, and this raised £735.00. Our outgoings comprised of payment for the Christmas dinner, (£656.69) and 56 stamps, (£34.16) used to send out the hard copy newsletters. The difference between income and expenditure on the Christmas dinner was because we were not charged for the coffee and mince pies on the night, so we made a bit for the regional funds and ended the year at £1010.03 As already stated by Mike in his report we will not be collecting subs this year, but we do need to get back to normal as soon as possible or the future of the region may be at risk. Should anyone need further clarification on the regions finances please do not hesitate to contact me.

John Brooks – Treasure

ACCEPTED

Adoption of the 2022 JEC Leicester Region Constitution Copies were available to members.

A new Regional Constitution has been issued by the Jaguar Enthusiasts Club which needs adoption by the Leicester Region of the JEC.

Proposal to adopt the new Regional Constitution – proposed by Roger Webster
seconded by Mike Swinfen.

AGREED

Stand down of the Committee from 2019/2022 All Committee members are prepared to stand again

Nominations for the new Committee for 2022/2023 – non received other than the present committee

consisting of Roger Webster, John Brooks, Mike Swinfen, Richard Guy and Sue Clegg

Proposal to elect those nominated above en-block

Proposed by David Parrot Seconded by Zoli Kovacs

AGREED

Presentation of the Roy Johnson Cup

The Roy Johnson Cup was not presented this year due to the suspension of activities during the pandemic.