



## Area 57 (Enfield) Newsletter

Web Site: [www.jdcarea57.co.uk](http://www.jdcarea57.co.uk)

E-mail: [info@jdcarea57.co.uk](mailto:info@jdcarea57.co.uk)

Published by Kim'n'Roy

### September 2016

The last few weeks have been quite busy. A few of us went to Croxley Green on 3rd August and with brilliant sunshine the cars were plentiful and varied.



#### National Day -7th August

Lesley's report of their mini tour finishing at Coombe Abbey is elsewhere in this Newsletter. Alan and Barb and Douglas M went on the day. As you may have read in the Jaguar Driver it had been quite chaotic for club organisers to get the field ready with marquees etc., as they had not been able to do it on the previous day. Given those problems, it was a successful day with plenty of cars, including modern Jaguars, which bodes well for the future of the club.



The next Sunday was a very enjoyable afternoon at Keith W's for the great tomato judging. The winner was Keith O who reckons he was stitched up by the rest of us. It was another very sunny day with plenty of food and good company.



The 21st of August unfortunately saw three events occurring on the same day. Tony and Lesley went to Area 33's day at Hyde Hall, where there were other car clubs present as well. Douglas went to Elm Court at Potters Bar which was busy. Several of us had a very pleasant day at Tewin with a large variety of cars and masses of visitors. Eric came along a bit later without booking, and had to park in the public car park as the field was full.



Brian K and Brian and Linda went to Knebworth at the Bank Holiday but apparently there was less auto jumble than in the past.



On 3rd September, Buntingford attracted its usual variety of cars and, as always, it has a good atmosphere with plenty of people. Keith W, two Brians, Douglas and ourselves were almost together except for one little Fiat 500 between us, who insisted that he had to be in that precise spot. The rain held off till about 3.30 so we had a pretty wet drive home in the XK.

On the same day as Buntingford, about 15 Museum cars went to a small show at Cuffley.



The next day there was the excellent show at Capel Manor, again with good weather. In a lovely setting hundreds of cars were on display. The biggest one was an enormous 1919 Simplex chain driven racing car. An Andrews Sisters type trio provided musical entertainment during the afternoon, and a Hurricane did a few passes over the area.



Dick may not have won the tomato competition but he received two trophies at a recent Horticultural show at Capel Manor.



If anyone hasn't caught it yet, Channel 5 has a new series of "Cars That Made Britain Great" on Fridays at 8pm. It is partially filmed at Studio 434 in Potters Bar, and we recognised Vickie Butler Henderson driving an Austin Healey 3000 along Mutton Lane and into the car park of the Strafford Arms, just along from the Studio 434.



The Breakfast Run has been booked at the Bocket Arms on 2nd October. I will need numbers about a week before that.



With regard to the Christmas dinner, we have made a provisional booking at the Bocket Arms for FRIDAY 9th December. I am expecting the menu from them fairly soon. It was felt that after four years at the Galley Hall, it was time for a change, especially after the deafening music last year.



JDC 60<sup>th</sup> Anniversary Tour  
August 2016  
Blackpool to Coventry

Monday 1<sup>st</sup> August

Visit to Stratstone Hainault for emergency fitting of tyre valve and sensor. The one on the car was split.

Tuesday 2<sup>nd</sup> August

The five night tour started in Blackpool. We left home about half nine and after a quick snack on the M6 toll road arrived at Blackpool Airport at two. Our first stop, Lytham St Annes Spitfire Visitor Centre.



We had a very interesting tour round the hanger the enthusiasts were refurbishing dummy Spitfires and other WW2 aeroplanes and vehicles. Some were used in the recent TV programme 'Home Fires'.

We then made a detour back to Preston so that Catherine could visit where she worked for six months. Unfortunately those she worked with were not in that day.

The first hotel was the Imperial Hotel right on the sea front, parking was a premium but Catherine managed to find a space!



Wednesday we went to St Helens Museum of Transport housed in an old bus garage, originally built to house six horse trams and forty horses. Over the years being used for steam and electric trams and then trolley buses. Contained mostly buses, and a few classic cars old and modern.



The afternoon was spent at Oulton Park race circuit, we had three laps round the track and a very nice lunch was laid on for us. Catherine was in her element.

We then had a few hours to spare to look round Chester. I had been there many years ago when on holiday with my parents, and wanted to see the black and white buildings and the two tiered shopping buildings, hiding the modern shopping centre behind them.

We stayed in Crabwell Manor a very nice hotel just outside Chester. Will certainly go back there again some time.

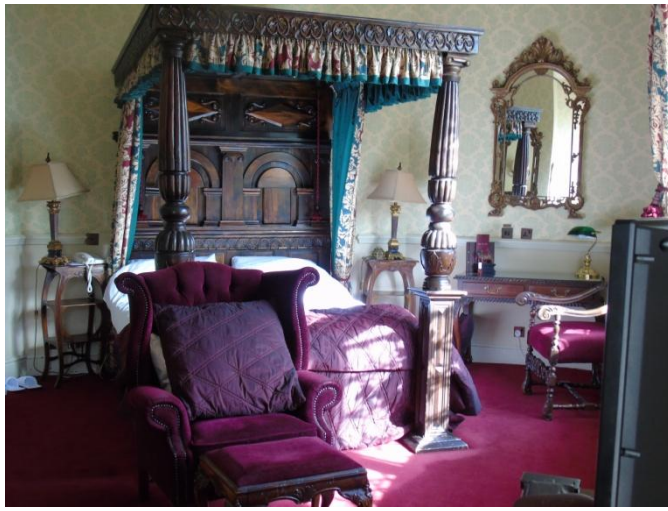


Thursday we headed for SNG Barratt Ltd at Bridgnorth. Tony picked up some spares he had previously ordered. We were given a tour round their premises; they make some of the components on site, and using old tools to make body parts too.

The afternoon we travelled to the Jaguar Classic Workshop at Browns Lane. Lunch was at the White Lion which was a favourite with Jaguar employees. We wasn't allowed to take photos inside as all the cars there were privately owned and in various stages of restoration. Each car having a 120 point check.

The next stop was the highlight of the tour for Catherine! Jaguar Land Rover Ltd SVO. (Special Vehicles Operation). This was a very secure place definitely no photographs! This is where the specials are made. They take a bog standard Range Rover completely strip it down and then put thousands of pounds worth of extras on. There was Holland and Holland complete with gun racks, a couple having armour plating put on. I think our guide was a bit nervous of Catherine, as she seemed to know all about the vehicles that were being worked on, bearing in mind it is supposed to be top secret! The other men on the tour were asking Catherine questions about the cars and she was telling them how things were done on them. I think she gave the game away by getting down on her hands and knees and looking underneath the Range Rover in the reception area.





We arrived at Coombe Abbey quite late so it was a quick freshen up and down to dinner at 7pm.

Our room at Coomb Abbey



Friday we spent the morning at Heritage Motor Centre Bicester. This is an active airfield, but was used by the American Air Force during the last war, as a dummy airfield, with hangers, workshops and even a hospital. All the buildings are now used for all sorts of commercial enterprises. Including Classic Oils, Vintage Magnetos, Specialised Exhaust Systems, Upholstery and even vehicle storage at Historit and workshop. There are future plans to make the Station Commander's Office a club house and hotel so that car clubs can use it as an events venue. This was a very interesting site, not only from the small independent businesses

that are there but also from the historical point of view.

We then had the rest of the day to ourselves, Bourton-on-the-Water, was a suggestion, but as we have been there many times we took the advantage of driving to Highworth with the intention of picking up the Daimler to take to National Day. Tony had already decided that maybe it was going to be difficult as the car park at Coombe Abbey became very busy. So we just checked the house and car were OK and drove back to hotel. By time we got back, other JDC members had arrived and the car park was full of Jaguars of various marks.

Friday evening we had a Medieval Banquet dressing up was an option. We wasn't sure what to expect. It was very hot, noisy and everyone was packed in sitting on benches. The food was good, we were very tired so probably didn't enjoy it as much as we could have.







Saturday we went to Wappenbury Hall the home of Sir William and Lady Lyons. The current owner was kind enough to allow us to park our cars on the drive in front of the house for a photo shoot.

A short walk across the road is the church where Sir William, his wife and son are buried.

The house and estate are currently on the market for seven and half million, either as one lot or split into five lots. I think a lottery ticket needs to be purchased!!

The remainder of the morning and afternoon was spent at the British Motor Museum at Gaydon. On the first Saturday of the month there is a breakfast Jaguar meeting, our numbers were swelled by local Jaguars.



We returned to Coombe Abbey fairly early and had a rest before the Gala Dinner.

Sunday was National Day in the grounds of Coombe Abbey which rounded off a great week with pleasant company. The weather was kind and not too hot. We would like to do something like this again. We made new friends and met old ones, and are contact with some via facebook.

Hope this is not too long

