



## 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)

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It may be a bit late but a Happy New Year to you all. It seems to have been a more traditional winter so far; maybe summer will be more as it should be. I won't hold my breath though.



Although New year's day was a bit damp and dreary, Doug and I took the old car to the Pre Hotel near St. Albans, where it was quite a youngster compared to all the old Bentleys and other cars of that era. While we were there we were given an entry form for an event in the Hemel Hempstead area on Sunday 3rd May. It is a 45 mile tour around that area with four starting points; Ashridge Chipperfield, Markyate and Tring. It is a charity event with an entry charge of £15. If anyone wants to see this form or maybe enter, I will have it with me at any meeting.



I understand that the Whitewebbs Museum run to Nazeing was successful, and they also had plenty of people at their Auto jumble.



Although we have enjoyed good breakfasts at The Woodman at Nuthampsted, a change is as good as a rest as they say, so, on February 1st some of us are going to try out a new venue near Ongar. I will report back next time.



For the last couple of years, Doug and I have organised a Quiz Night. This year Keith And Audrey have agreed take on the task. Quite a lot of time goes into arranging these, so please try to attend the meeting and support them on Monday 6th April.



At this time of year dates start of events start appearing all the time, so please keep an eye on the calendar in the Jaguar Driver magazine as well as our own Area calendar.



I have been notified that the Kimbolton Fayre is on 19th July. This is a very good show but I know some people had to queue for a long time for entry last year. They hope to improve the situation this year, and have colour coded passes for different areas. I will be applying for some passes later on.



For the past couple of years, Doug and I have gone to the Classic Meeting at Silverstone. You may have noticed in the current Jaguar Driver that this year Jaguar will be the featured marque. Last year the E-type Register organised a very good deal with Silverstone so it will be worth keeping an eye out for more details about this.

## **Who Comes Up Trumps? - Ace Cafe – Sunday 5th October 2008**

### ***Report by Eric Tetsell***

Saturday night, the phone rings and its Richard. He informs me that he and Keith Oswick are going to the Ace Cafe for breakfast. Hmmm, kippers and marmalade toast – I was there.

Sunday morning dawned and, guess what, it's raining yet again. As I have a blown exhaust on the XK I thought I would take the opportunity of riding to the Ace in Keith's Daimler V8 250 and back to Enfield in Richard's Mark II, this would enable me to make a comparison between the two cars. On first glance these cars look the same but are in fact very different. As most of you know I also have a Daimler V8 which I have never driven - this car has been the subject of a full "nut and bolt restoration" spanning many years and almost as many thousands – but that's another story.

Meeting up at Richard's I was greeted by Eileen who was looking after Mandy's little girl – what a little cutie. Keith then arrived and we set off. Sitting next to Keith I was amazed at the difference in engine noise from inside the car to the noise you can hear from the outside. From the outside you can clearly hear the wonderful V8 burble; I do hope my car sounds the same. From the inside of the car the engine noise is completely different; it's far more muffled and quite soothing in resonance (very refined).

I can see why the Daimler was preferred by professional clientele. Keith's car is a manual car which is quite rare, they were only available by special order in the Daimler V8 2½ litre car, and only near the end of production in the Daimler V8 250L. The main difference between the two models of V8 was that the 2½ litre model had double bumpers, leather seats, an alternator and a huge air filter. Whereas the 250 had single bumper ambala seats and the more desirable, for practical reasons, alternator, and two small air filters. The manual option in the Daimler V8 is the more desirable of the two models.

The Daimler V8 engine was designed by Turner of Triumph Bonneville fame and I have been told that the pistons in the Bonneville bikes fit the car engines, but I cannot substantiate this. I do know that a Turner engine in a dragster has set the fastest time ever recorded by an engine built by Jaguar.

I found it impossible not to have preconceptions when comparing the two vehicles especially when you have a car with an XK engine which, apart from cylinder capacity, is almost identical to Richard's Mark II engine. In the XK the engine noise is far throatier, especially with a blown exhaust.

On turning up at the Ace we were amongst the first people to arrive and before we even started breakfast bikes started to arrive. I noticed that there was a special area set to one side connected with biker safety, but even so the numbers of bikers that eventually arrived almost filled the cafe. A hardy lot bikers, and also very friendly which makes a sharp contrast to how the Ace cafe used to be in my teenage years. It was a notorious meeting place for Teddy Boys and Rockers and as my fashion taste confirmed me as a Mod (if finances permitted) I would not have ventured anywhere near the place. I have heard many tales of Mods being thrown into the nearby canal along with their scooters. How things have changed.

On the return journey in Richard's car I was amazed at the difference between the two cars. The Mark II engine was barely audible, it must be one of the quietest XK engines in our club. Which was quite a shock as I had expected the car to have a far racier persona, as this car was the favourite car used by bank robbers, villains, rogues and builders. Some things never change. As the Daimler engine is 1 cwt lighter than the XK engine, and smaller in size, it can be mounted lower in the engine bay, therefore utilising better weight distribution which helps the geometry. So much so that the speed differential between the two cars is minimal.

Richard's gold MKII is his latest acquisition in a very long line of Jaguars (I think he has been responsible for at least seven Jaguar restorations to my knowledge) and he is using the car while he is restoring it. I wish I had used this system of restoration opposed to the option of a full restoration which I chose with my V8 as it would have been on the road years ago.

So, the Daimler V8 and the Mark II. I cannot decide which of these two cars is the ace in the pack. I think I will conclude that both owners have been dealt a good hand.



## **Thousands of motorists at risk of being fined up to £1,000 because they are unwittingly driving without a valid licence.**

They risk prosecution after failing to spot the extremely small print on their photocard licence which says it automatically expires after 10 years and has to be renewed - even though drivers are licensed to drive until the age of 70. The fiasco has come to light a decade after the first batch of photo licences was issued in July 1998, just as they start to expire. Motoring organisations blamed the Government for the fiasco and said 'most' drivers believed their licences were for life.

A mock-up driving licence from 1998 when the photocards were launched shows the imminent expiry date as item '4b' They said officials had failed to publicise sufficiently the fact that new-style licences - unlike the old paper ones - expire after a set period and have to be renewed.

To rub salt into wounds, drivers will have to pay £17.50 to renew their card - a charge which critics have condemned as a 'stealth tax' and which will earn the Treasury an estimated £437million over 25 years. Official DVLA figures reveal that while 16,136 expired this summer, so far only 11,566 drivers have renewed, leaving 4,570 outstanding. With another 300,000 photocard licences due to expire over the coming year, experts fear the number of invalid licences will soar, putting thousands more drivers in breach of the law and at risk of a fine.

At the heart of the confusion is the small print on the tiny credit-card-size photo licence, which is used in conjunction with the paper version. 4b: The small print on the back of the driving licence is easy to miss. Just below the driver name on the front of the photocard licence is a series of dates and details - each one numbered. Number 4b features a date in tiny writing, but no explicit explanation as to what it means. The date's significance is only explained if the driver turns over the card and reads the key on the back which states that '4b' means 'licence valid to'.

Even more confusingly, an adjacent table on the rear of the card sets out how long the driver is registered to hold a licence - that is until his or her 70th birthday. A total of 25million new-style licences have been issued but - motoring experts say - drivers were never sufficiently warned they would expire after 10 years. **The DVLA said failure to update the photocard after 10 years fell into the same category as failing to inform them of a change of address.**

**CHECK YOUR LICENCE EXPIRY DATE!!!**

