



Area 57 (Enfield) Newsletter

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As was mentioned last time, we are being joined by JDC Chairman, Nic Drukker at our July 3rd meeting. Hopefully it will be a decent evening and we can have a good collection of cars for him to see. After the normal socialising, we will do our usual, "who has been where and what is coming up" before we hand over to Nic, who will have a chat about his chairmanship, aims of the club etc. and answer any questions. He is also very interested in steam railways as well as Jaguars if anyone wants to ask him about that.



Enfield Pageant of Motoring

Once again it was a busy weekend and dry most of the time. For the first time in ages, it was decided to leave the tent up on Sunday as it was not expected to be windy. Quite a relief to see it safe and sound when we arrived on Monday morning. For newer members, the tent that had preceded our current one was totally destroyed by wind and, along with quite a few others, it finished up in a skip. It was nice to have Dave Norton back on the mike in the arena, for the first time since he and Penny went to Australia ten years ago. There was an extremely good display of American cars, while not to everyone's taste, you have to admire the standard that these cars are kept in. In their marquee display was a monstrous looking Cadillac with red plush upholstery which we were told had once belonged to Sammy Davis jnr. The live music area was much better this year with people being able to sit and watch the Galaxy Big Band amongst others without having to go into a marquee.

We were again successful and our club stand was highly commended along with the Custom Cruisers and the 1100s. The North London MG Club was awarded the top prize. For some of our recent members, here is the list of our club awards: 1995-1st, 1996-1st, 1998-2nd, 1999 -2nd, 2001-1st, 2002-3rd, 2003-2nd, 2005-2nd, 2010-commended, 2014-joint 1st with 2 others, 2015-1st, 2016- joint 1st and 2017-highly commended.

We had quite a long discussion at the club meeting about how we run our club stand, following on from Eric pointing out how difficult it is to arrange all the cars to make a good overall display and enable all the cars to be seen to their best. Not having spare room to place cars while the stand is arranged is one of the problems and it sometimes happens that people don't turn up on the day that they had said they would. Eric spoke to the person in charge of the 1100s who had more cars than us, and was told that they just put the best ones at the front and everybody else just lines up, and Eric wondered whether we should think about that method in future. Two problems there; all our cars are best ones and would we and Eric himself really be happy with that. We have really set ourselves a high standard, not just with the cars but all the regalia, doing our own bacon rolls etc. so, while Doug can still cart most of it from the shed and back and Barb is prepared to organise the refreshments, I imagine that things will carry on in the way we have been doing. Another thing to be organised for next year is new flag poles, as the fishing rod type that we bought a few years ago were not strong enough for the size of our flags and broke. We need a similar type but stronger. Dick still has the original metal poles that we used to use and are too heavy.



For the past few years, a few of us have gone to the North Mymms Rose Garden, which is opened once a year in aid of the Red Cross. It is in a lovely parkland setting and people seem to enjoy seeing a few cars there. The cakes can be highly recommended. This year it is on Sunday July 2nd, and Eric has to have the names and car registration numbers of anyone who intends to go. Please give him a ring on 01707-875129. He will also be finding out details about taking some cars to the RSPCA centre at Rldge on their Open Day on 16th July.



Keith W went to a small car show at Hertford Castle which was a new event. There were about forty cars there and it was rather a rigmarole to enter, but he enjoyed it.

Arnie and Steph Prayer recently took part in the London to Brighton Classic Car Run which they thoroughly enjoyed with a route on country roads. Apparently there were about 600 cars at Brighton. They had started from Brooklands.

Doug and I are going to the Flywheel show at Bicester later this month as we have had very good reports on it from Eric and Richard F.

It looks as though the organisers of the Harpenden Cars on the Common may have misjudged car owners views by putting the entry up to £12 and £17 for early entry. Whereas tickets are usually sold out weeks in advance, this year they have been emailing past attendees telling them that there are still a few spaces left. This is already the highest entry fee of any of the shows we go to and although charities benefit, it seems that this time for quite a few people, enough is enough.

I still have one pass left for Kimbolton on July 9th where there is plenty to do as well as see lots of good cars.

As always dates tend to clash throughout the summer and Keith has been given a leaflet about Classic Cars, teas and plants and Hopleys, Much Hadham. Unfortunately it is on August 20th, the same day as the Tewin Show.



XK WEEKEND 12th /14th May

Alan and Barb followed us into Peterborough Services about a minute after we got there. This is our usual meeting place for northward journeys. This year we were heading for Dovedale in Derbyshire. We stopped for lunch just west of Grantham and then armed with a printed AA route to the Izaak Walton hotel, we set off. All went well for quite a while, but getting near to Derby, we went different ways at a large roundabout. On the AA route, which had looked so concise, we should have gone through an underpass in Derby but neither of us saw it. We carried on, after a slight detour on our part and reached Ashbourne, where named roads on the route didn't actually have the names. Despite having gone different ways, we reached the hotel only about ten minutes or so after Alan and Barb. As soon as we had booked into our rooms, Alan ordered an excellent cream tea which we enjoyed in the hotel grounds in lovely sunshine. The hotel was surrounded by grassy hills, so it was a very picturesque spot. All the familiar faces and cars were there and as always that is part of the enjoyment of these weekends. Lynne Mackman, whose husband, Bob, had sadly died a few months ago, had carried on with the booking of the hotel and menus. They had organised these weekends together for nearly ten years.

On the Saturday morning, which was initially a little bit misty but turned into a lovely day later, we followed the route that Brian and Joan Ekin had prepared for us. Our first stop was at Haddon Hall, a medieval house with towers, battlements, and lots of chimneys. It had been abandoned by the Manners family but restored in the 1920s and 30s by the Duke of Rutland. We were split into two groups and both had extremely good guides, entertaining and knowledgeable although they were both fairly new to the job. A few miles further was the town of Bakewell, where we stopped for a light lunch at the original Bakewell Pudding shop. Suitably sustained, we continued northwards to the Derwent Valley Dams, which is where the 617 Squadron flew their Lancasters to test the bouncing bomb. To see the top of the dam involved quite a lot of steep steps, so Barb and I opted out half way up. Doug and Alan carried on and apparently the water level was way down as result of the dry winter and spring. Brian had worked out a different route back to the hotel, a drive of about ninety miles in total, but everyone enjoyed it. We all assembled in the bar later wearing our glad rags ready for dinner and a speech by chairman of the XK Register, Mick Duffy and a few words from Lynne Mackman.

The next morning, it was a very short drive to Tissington Hall, which has been in the same family for hundreds of years. We were met by the owner, Sir Richard Fitzherbert, who had unexpectedly inherited the house and estate from his uncle. Faced with much needed repairs to the roof a Verlasquez painting had to be sold. Much of the wood panelling had been painted white at some earlier date and when Sir Richard had it returned to the original, estimates for proper restoration were far to high, so he left it as it is today. The gardens were lovely and some extremely healthy looking rose beds promised plenty of colour to come. On leaving there, it was another short drive to the Dovedale Garage, where David Thorpe, a JDC member and car restorer, has a collection of classic cars. However the main reason for going there was to see and hear the Compton cinema organ that he had rescued from a cinema in Derby. We had time to look at various automated musical instruments including a Polyphon and a Pianola. We took our seats for an excellent show by organist Christian Cartwright. The organ has been linked to various other instruments, drum kits, pianola, marimba etc. which he controlled, as if he didn't have enough to do with keys and foot pedals. A buffet lunch was served half way through the concert which had begun with Mick coming up from the pit next to the organist, not in the nude as he had threatened, but in shorts and a Union Jack draped round him. It was then time for the usual goodbyes and see you next year. We worked out a different route home to avoid Derby and just got back in time to avoid a heavy shower. We had expected the weekend to be a mixture of sunshine and showers at best, so a little drizzle and overnight rain was far better than we had expected. Both of the cars were no trouble, unlike one of the regulars whose XJS had a bottom hose burst, so unfortunately missed the drive while it was being mended by the aforementioned David Thorpe.