



## Area 57 (Enfield) Newsletter

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### JULY 2008

The first date to mention may be too late for this Newsletter, but on 28th July at about 7.30pm, there is a chance to have a guided tour around Forty Hall in Enfield, I believe that this has been arranged by the Whitewebbs Museum. Make your own way there.

Other events coming up shortly are Chilterns Day at Bucks Railway Centre and Croxley Green show on 6th August from 3pm. I gather that this gets a really good turnout .

If anyone wants to go to the show in aid of the Little Haven Children's Hospice on 17th August, you need a pass from Dick.

We have confirmed the date for a BBQ at our house on 31st August from 1pm onwards. We will provide salad, potatoes rolls, etc. plus desserts and soft drinks. Bring anything that you want to cook plus any wine etc. depending how many of you are coming, we may need you to bring your own garden chairs. I would like to know who is coming by Saturday 23rd.

The usual show at Trent Park has been moved this year due to problems with the low emission zone which has stopped the lorries that bring in the steam vehicles from going there. The new venue is at Colesdale Farm near Cuffley. It is on both days of August Bank Holiday weekend, but as usual we will be there only on Monday 25th.

I gather from the people that went to the show at Valentines Park that not having the fair there this year was an improvement as there had been trouble in the past.



On 22nd June, Doug and I went on our first Tibbles Tour, so called because they were started by John Tibbles who used to be the landlord of the Carpenters Arms at Harpenden. We met up at the Holiday Inn on the A5 near Markyate at 8 a.m and eventually over fifty cars were there. MGs and TRs were well represented but there were about half a dozen Jaguars/Daimlers. We all went into the hotel for a full English Breakfast where we had to sign in before being given our route maps and Rallyplates. Directions were the "tulip signs" that are usually used on these type of runs. We set off in approximate age order. Our E type was No 17. The first part of the Run took us along the edge of Dunstable Downs and we then gradually made our way to a preserved railway in Northamptonshire for refreshments. Our second stop was at Wimpole Hall which we had reached by means of country roads most of the time. The third stage was to the finish at Harpenden, and this was the only section where we had problems as we missed one turning and joined the south bound A1 rather than northbound. We sorted that out and got back onto the right route but then a bit later we had problems when the "tulips", the written instructions and our own road map all seemed to be determined to confuse us. We eventually found our way back to Harpenden by a slightly different route and sat chatting in the Carpenters Arms garden with a couple in an XK150 FHC, while we waited for the fish and chip van to arrive. The day was finished off by being entertained by two musicians with guitar and double bass playing early Elvis tunes. It had been an extremely well organised tour avoiding main roads for about 95% of the time and taking in some very pretty countryside but it was a long day. The actual route was about two hundred miles plus our own drive to Markyate in the morning and back from Harpenden in the evening. It was enjoyable but a bit too long; we would do it again but maybe cut out a few bits or make a few stops somewhere.

As it was last year, XK Day was combined with National Day; this year at Highclere Castle near Newbury. The XK Register makes a weekend of it and we met up with Eric and Margot at our base for two nights; the Elcott Park Hotel, which we all thought was very good; comfortable and good food.

On Saturday morning, Doug and I collected the route for a scenic drive of the area that a couple from Area 1 had organised. Eric and Margot chose to see more of the immediate area. Armed with our route we headed off to the Crofton Pumping Station on the Kennet and Avon Canal. This wasn't one of the days when it was in steam but there are several days throughout the year when the beam engine is powered by steam. The car park made an impressive sight, as we were joined by another group of Jaguars who were staying at the Newbury Hilton Hotel where the JDC dinner was being held that evening. In our own time we all headed off to Marlborough for a lunch stop. Unfortunately by this time Doug had found that the windscreen wipers weren't working, and it wasn't anything as simple as a fuse that had blown. Fortunately there weren't too many heavy showers as we drove to Avebury Circle and Silbury Hill. Our last stop was for a pre-arranged cream tea at a pub near the Uffington White Horse. Luckily the weather held till we got back to the hotel where someone gave Doug some Rainex which we knew we would need the next day as the forecast was awful (and accurate).

Saturday night is the official XK Dinner and we were joined by Rose Eaton who is nearly 99 and was still driving an XK150 until a few years ago. Writer Paul Skilleter gave us a brief history of the XK Register which he had been instrumental in setting up forty years ago. The star speaker of the evening was 83 year old Norman Dewis who entertained us with his memories as test engineer with Jaguar and the speed tests he did at Jabbeke. He also told us about the time that he crashed the XJ13.

Sunday was just as bad as we expected but luckily the drive to Highclere Castle wasn't very long and the Rainex helped. There were a few glimpses of the sun but most of the time it was heavy rain and occasional thunder. I had my radio glued to my ear to listen to Wimbledon while trying to make sure that Doug didn't hear the result of the British Grand Prix which we were recording at home. Unfortunately someone gave the result over the P.A. The Red Arrows flew over either before or after their display at Silverstone. Mick Duffy asked us to hang on till the end which was a lot earlier than planned due to the weather. We assumed it was to be part of the scheduled parade of XKs but to our surprise our car got the prize in the informal concourse for 120s. The 140s and 150s were judged competitively but there were no official 120 entrants. Fortunately by the time we went home the rain had stopped, so the lack of wipers didn't matter.

The next morning Doug took the wiper motor off and found that the bearings had dried out and seized up. It has been on for fifty seven years and Doug hadn't touched it in the forty one years we've had the car.



Several of us went to the Kimbolton Fayre and despite some problems getting in, due to the sheer number of visitors, it is an excellent show with lots of varied things going on in two arenas. We felt that there were even more cars than last year, and a collection of about thirty Austin Healeys made a great display. Last year we had been in an area quite a way out from a lot of the cars but at the suggestion of someone from Area 44, I had said to the organisers that we were quite happy to be with other JDC Areas and we were parked up with cars from Areas 44 and 17. Towards the end of the afternoon we had a flypast by the Battle of Britain Flight; all three planes to start with, then the Spitfire and Hurricane came over on their own a couple of times. It was then the turn of the Lancaster, flying over very low four or five times, sometimes with the bomb doors open and once with the undercarriage down. It's definitely a show to be recommended.

