

FEB 2007



ESSEX THAMESIDE REGION

CHAIRMAN'S MESSAGE



Hi to all our Members,

Unfortunately, I was unable to attend the January meeting. There was good reason for this, as I received my second kidney transplant. I would like to thank all those who sent cards and get well messages, it was much appreciated.

I will hopefully be at the February meeting, although if I can't, Helen definitely will. I believe there are a few of our members off on a jolly to the South Coast and will not be able to make the next meeting. However, we will definitely be at the Dinner/Dance on the 17th and will catch up with you all then.

Although a bit of a late start, I am pulling together our events calendar for 2007. This will include more Sunday lunches, a trip to Duxford Air Museum, a visit to JD Classics in Maldon, some new venues for shows, plus weekends away and Sunday runs. Our region will be attending JEC Southern Day at Littlecote, this year, which will include an Essex Thameside Region display. Geoff & Mary are once again organising a boat trip along the River Chelmer. Finally, our Jaguar Day will be Sunday 5th August and I am looking for people to help me with the organisation.

Many thanks,

Colin.

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Sponsored by Dan's Tyres — Jim Gallie of Battlesbridge Antiques — & J P Jaguar Services.

JAGUAR ENTHUSIASTS' CLUB ESSEX THAMESIDE REGION COMMITTEE

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Meeting first Tuesday of the month @ The Orsett Hall Hotel
Prince Charles Ave.,
Orsett, Essex,
RM16 3HS
Tel: 01375 891 402



Sunday Lunch at The Eagle

On Sunday 14th January, over 36 JEC members and friends piled into The Eagle at Kelvedon Hatch, Geoff & Mary's local. Unfortunately, there are no pictures but a good time was had by all, I believe. Our thanks go to Mary & Geoff for arranging this venue.

The food was good, although the service was a bit slow, and some of us are still looking for the chicken!!!!!! Someone ought to have told Wanda that the coffee wasn't self-service, although, waiting as long as we all did, it wasn't surprising that some thought it was!!!!

Thanks again to Geoff & Mary!



JAGUAR HALEWOOD VISIT

A visit has been arranged to Jaguar's car plant at Halewood in Merseyside, on Monday 26th Feb., to see the Jaguar X-Type being made. Some club members are travelling up on Sunday 25th February and staying over at a Travel Lodge. One place is still available if anyone is interested (shared accommodation). There is a charge by Jaguar for the factory visit of £10. The visit will be concluded after lunch and we will be returning to Essex, Monday afternoon. Anyone who would like to join us, call 01245 261810 or 07788 637057 before 20th Feb. **EDITOR**



DINNER DANCE - SATURDAY 17TH FEB.

This event is fast approaching, so you only have a few weeks left to book tickets. This is one of our main events and one not to be missed. So if you haven't reserved your tickets, now is the time to do so.

We have a live cabaret, disco and a 3 course meal with coffee and mints. This is all for the reasonable price of £25 per head.

Contact Geoff Monk or Mary on 01277 374030 or complete the booking form in this edition of the newsletter. Payment in full will be needed, cheques to be made payable to Jaguar Enthusiasts Club.

Jaguar XJ Series 1, 2 & 3, X-Type and Leather Seminars

The National JEC have arranged seminars for the X-Type Jaguar at Castle Bromwich on Saturday 27th January. I will be attending this and will report back in next month's newsletter.

Another seminar is on Saturday 10th February and is being held at the Leather Conservation Centre, within the campus of Northampton University. Their



experts will talk on the history of leather, types fitted to cars and ways to conserve the material. Any good points to note will again be featured in forthcoming editions of this newsletter. This is ideally suited to those classic Jaguar models. And finally, on Saturday 24th February the JEC are running a seminar at Castle Bromwich on the Jaguar XJ Series 1, 2 & 3. With the usual team of presenters, including David Marks, they will cover the cars in great detail.



JAGUAR ENTHUSIASTS' CLUB

FUTURE EVENTS :

REGIONAL EVENTS /OTHER EVENTS:

FEB '07

4th Club Night - Orsett Hotel, 8pm

17th **ESSEX THAMESIDE REGION**

Annual Dinner Dance

Three course meal with coffee & mints

Live Cabaret & Disco 6:30pm for 7pm till late

Orsett Hall Hotel, Prince Charles Avenue, Orsett, Essex.

Contact G. Monk

"The Oaks" Days Lane, Pilgrims Hatch, Brentwood, CM15 9SN

MAR '07

6th Club Night - Orsett Hotel, 8pm

APR '07

3rd Club Night - Orsett Hotel, 8pm

TBA Visit to JD Classics, Maldon.

MAY '07

1st Club Night - Orsett Hotel, 8pm

JUN '07

5th Club Night - Orsett Hotel, 8pm

13th Automobilia Day -
Battlesbridge Antique Centre
Contact Colin for a pass - 01708 47626

24th Classic Car & Bike Show
Cressing, Nr. Braintree
Details to follow
Contact Colin 01708 476126

JUL '07

3rd Club Night - Orsett Hotel, 8pm

AUG '07

5th **ESSEX THAMESIDE
JAGUAR DAY SHOW**
Battlesbridge Antique Centre
Contact Colin for a pass - 01708 47626

TBA Boat Trip along the River Chelmer
Geoff & Mary to confirm

NATIONAL:

FEB '07:

24/25th The London International Classic Car Show
Alexander Palace, Wood Green, London, N22 7AY
Admission £10 in advance or £12 on the day.

Check out the web site @ http://www.classicshows.org/new_page_1.htm
or telephone: (01434) 452002

APR '07

29th 9th Annual London to Brighton Run. Price £66, based on a driver and one passenger. For booking form, contact Sally at Kelsey Publishing:
Email:- sally@kelsey.co.uk or LtoB@kelsey.co.uk or call 01959 541 444.

**IN AN EFFORT TO SAVE COSTS FOR THE CLUB, IF YOU HAVE AN E-MAIL ADDRESS ,
PLEASE SEND IT TO THE EDITOR AT doug@warren5385.fsnet.co.uk AND ALL FUTURE
NEWSLETTERS WILL BE SENT VIA E-MAIL. THANK YOU**

JAGUAR C-XF. THE FUTURE OF JAGUAR by Design Director Ian Callum

"The philosophy for Jaguar really has not changed that much. What we have done is taken the values of what was great of the cars in the 50s and 60s - what Jaguar were really in their heyday of style - and just reinterpreted them into modern cars. It was quite necessary to us as a design team that we should move on. I think it has been quite a while now since Jaguar has taken the fundamental essence of their design cues and design philosophies and actually moved on to the next generation. If you look at the last few generations of cars, because what I know to be absolutely true, is when I grew up with Jaguars in the 60s I had a great appreciation for them. One thing I did understand then, even at that age, was that they were very modern cars and I think if one thing we lost a little bit over time we created a heritage rather than modernity and what we need to do is get back to modernity again because that is what is rightfully ours, it is not something that belongs to our competitors. Jaguar should be modern looking cars. Fundamentally Jaguar is a sports saloon, a sports sedan, it is not just another five seater family saloon it is about being a sporting car. So, given these parameters - then we wrap the package around the parameters of this car as tightly as we can get away with. The surfacing of the car is very important and the whole point in Jaguar surfaces are shape is they have to be very pure, very understandable, but at the same time to make them exciting. To give them some excitement, they have to have a lot of movement as well. It is very easy just to add another usage line, another crease into the shape to give it that visual excitement - surface entertainment I call it but we can't do that at Jaguar. It has to be pure because it has to be beautiful to look at and we all know that the most beautiful things in the world are very, very disciplined and very, very precise, so this is a huge exercise in trying to get that surface absolutely right - to not be a line too many, a line too little.

We always say that a Jaguar, it should have a latent, a sense of latent speed about it; a poise that looks like it is about to take off. We wanted something that really drove the car towards the front to give it that visual dynamic so we put a very, very strong surface form on the bottom half of the car to drive to the front and drive your eye right to the front of the car, give it that sense of poise, that sense of latent power that it has. But when it comes to lamps, we started with four round lamps - so you know we started with one oval grille and the four round lamps, that's how we started when we started producing ideas for this next generation. The oval grille went because it was too retro; it was too old. The four round lamps then started to look just like the last one and the last one before that. So what we have done is kept the four round lamps, they are in there but they are actually submerged in this beautiful, elegant form which floats over the top of the car. Now that form in the top of the car is actually very similar to the XJ or the Mark X. It is still there but in a much more modern execution and if you see that little rise on the main lamp feature that is very Jaguar, very sculptured. It is also very controlled and very disciplined. We are also looking at lighting in a very strong manner. As you can see in this one, a very deliberate blue light and of course it is designed to emphasise the simplicity of the car.

I think that if you do a good enough design that has the right values, has the right discipline and it is genuine from the heart, what you are trying to do, and this car and subsequent cars will be, it will be successful, and if it is successful, people will like it. Will it appeal to current owners? I am sure it will do. They will get it quickly because they will understand those values that we understand. They will also realise that we try to make a huge leap forward but they will come with us I am quite sure. I don't have any doubts about that.

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A lot has been said about this car, but we must remember that this IS a concept. The suggestion is that it will be similar to the final product, let's hope so, but the interior will need revising I feel. I think Ian Callum has taken a very bold step. But I applaud him.

EDITOR



Subject: *Actual exchanges between pilots and control tower*

Tower: "Delta 351, you have traffic at 10 o'clock, 6 miles!"
Delta 351: "Give us another hint! We have digital watches!"

From an unknown aircraft waiting in a very long takeoff queue: "I'm f...ing bored!"
Ground Traffic Control: "Last aircraft transmitting, identify yourself immediately!"
Unknown aircraft: "I said I was f...ing bored, not f...ing stupid!"

O'Hare Approach Control to a 747: "United 329 heavy, your traffic is a Fokker, one o'clock, three miles, Eastbound."
United 329: "Approach, I've always wanted to say this. I've got the little Fokker in sight."

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?"
Student: "When I was number one for takeoff."

A Pan Am 727 flight, waiting for start clearance in Munich, overheard the following:
Lufthansa (in German): "Ground, what is our start clearance time?"
Ground (in English): "If you want an answer you must speak in English."
Lufthansa (in English): "I am a German, flying a German airplane, in Germany. Why must I speak English?"
Unknown voice from another plane (in a beautiful British accent): "Because you lost the bloody war!"

One day the pilot of a Cherokee 180 was told by the tower to hold short of the active runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back past the Cherokee. Some quick-witted comedian in the DC-8 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?"
The Cherokee pilot, not about to let the insult go by, came back with a real zinger: "I made it out of DC-8 parts. Another landing like yours and I'll have enough parts for another one."

The German air controllers at Frankfurt Airport are renowned as a short-tempered lot. They not only expect one to know one's gate parking location, but how to get there without any assistance from them. So it was with some amusement that we (a Pan Am 747) listened to the following exchange between Frankfurt ground control and a British Airways 747, call sign Speedbird 206.
Speedbird 206: "Frankfurt, Speedbird 206 clear of active runway."
Ground: "Speedbird 206. Taxi to gate Alpha One-Seven."
The BA 747 pulled onto the main taxiway and slowed to a stop.

Ground: "Speedbird, do you not know where you are going?"
Speedbird 206: "Stand by, Ground, I'm looking up our gate location now."
Ground (with quite arrogant impatience): "Speedbird 206, have you not been to Frankfurt before?"
Speedbird 206 (coolly): "Yes, twice in 1944, but it was dark - And I didn't land."

STOP PRESS...STOP PRESS.....STOP PRESS.....STOP PRESS.....STOP PRESS.....STOP PRESS

JEC ESSEX THAMESIDE REGION CHARITY COLLECTIONS -

The 'Little Haven tin' had approximately £155 in it, and the 'Kidney tin' had approximately £95. What we as the club are going to do is to bump up both amounts to £300. The Little Haven one I will send to them via a cheque, the other I will give to Colin to give to them. Well done everyone for supporting these charities. *Geoff Monks.*

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Example photographs of previous orders can be e-mailed on request. Why not check out the website -

www.cardsforkeepsake.com

Contact joannewoodlice@aol.com or jenni.shawyer@ntlworld.com
for further information



Essex Thameside Region

Annual Dinner Dance
Saturday 17th February 2007

3 Course Meal with Coffee & Mints
Live Cabaret & Disco

£25 Per Head

Dancing 'till Late
Arrive 6:30pm for 7:00pm

To be held in the Whitmore Suite
Orsett Hall Hotel
Prince Charles Avenue
Orsett. Essex

Booking Slip

Name

No Tickets.....

Address.....

Vegetarian Meals.....

.....

..... Postcode.....

Contact No.....

Cheques payable to Jaguar Enthusiast Club

Return to : Mr G Monk "The Oaks" Days Lane, Pilgrims Hatch, Brentwood. Essex.